

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO

From: Bruce Abel, Assistant General Manager

Date: March 7, 2018

Subject: May 2018 Service Changes

Date: March 7, 2018

GM

Board Meeting Date: March 27, 2018

RECOMMENDED ACTION

It is recommended by the Operations and Customer Services Committee that the Board of Directors approve the May 2018 Service Change package as revised and summarized in Attachment A resulting in an annualized cost savings of approximately **\$153,000** and, further, to authorize the General Manager or his designee to execute contract amendments as necessary for private operators whose service is impacted by these changes.

The Recommended Action proposed falls in line with the following GM Goals:

Core Goal #1 - Successful Delivery of Transit Services

Task Goal #1 - Fiscal Sustainability

DISCUSSION

To meet the diverse travel needs of the citizens of the District and maintain a high-performance, sustainable transit system, RTD has developed a networked family of services for which the different classes of service have different expectations of performance. We will continue adjusting services in response to changes in ridership and operational performance of the transit system as a whole. It is also our responsibility to identify services that are underperforming and recommend modifications, curtailment or cancellation of service as warranted or recommend new service as changes in the community warrant and finances allow.

The proposals herein include a mix of service improvements, adjustments and reductions. Included herein is a restructure of service to the US36 & Broomfield Station (Routes 112, 120 and 128). A number of bus stop consolidations are also proposed affecting Routes 6, 10, 11, 12, 15, 16, 38 and 83, in an effort to improve on-time performance and the overall attractiveness of our service to our customers. We will monitor customer response to the implementation of these service changes and propose adjustments and service alternatives as appropriate in future service change recommendations.

The guiding principles for proposed service changes continue to be:

- Service performance evaluation based on the RTD Service Standards;
- The effects on the overall integrity of the transit network and on transit dependent markets;
- The availability of alternative services to affected riders;
- Cost-effective distribution throughout the District and Family of Services and the ability to enhance service when possible;
- Title VI of the Civil Rights Act: benefits and services are provided without regard to race, color or national origin; also disparate effects on low income and minority populations; and

- Response to changes in the communities where services are provided

SUMMARY OF PUBLIC MEETINGS

Five public meetings were conducted in Boulder, Broomfield, Southeast Denver and at the Blake Administration Building between February 26th and March 1st. Comments and further details from these meetings and the service change website are summarized in Attachment K of this report.

CHANGES TO INITIAL RECOMMENDATION

Staff receives input during the public comment process and continues to conduct additional analysis after the initial service recommendations are communicated to the Board of Directors. Depending on the outcome of the public comment process and continued analysis, staff may or may not propose modifications to these initial recommendations. The following proposals have been significantly modified:

Route 0L – South Broadway limited: add new trip departing Civic Center Station at 3:58pm

Route 10 – 12th Avenue: bus stops at 12th Avenue Pennsylvania to be retained in both directions.

Route 11 – Mississippi Avenue: retain bus stops at W. Exposition Ave-Zuni St in both directions, retain bus stop at W. Exposition Ave-Federal Blvd (nearside) and discontinue stop at W. Exposition Ave-Federal Blvd. (farside).

Route 16/16L – West Colfax: retain bus stops at W. 14th Ave. - Irving St and W. Colfax Ave-Perry St in both directions. Do not relocate the 16L stop from Perry to Raleigh

Route 38 – 38th Avenue: retain westbound bus stop at W. 38th Ave.- Lipan St. and discontinue westbound bus stop at W. 38th Ave.- Kalamath St.

Route 228 – Louisville/Broomfield: run time analyses uncovered a need to add resources to improve on-time performance, as well as to provide recovery time for bus operators on the weekends.

Bolt – Boulder/Longmont: run time analyses uncovered a need to add resources to improve on-time performance, as well as to provide recovery time for bus operators on the weekends.

Route FF – Flat iron Flyer: run time analyses uncovered a need to add resources to improve on-time performance, as well as to provide recovery time for bus operators on the weekends.

SUMMARY OF PROPOSED SERVICE CHANGES

Routes proposed for service improvements:

Route 0L – South Broadway limited: add new trip departing CCS at 3:58pm

Route 3L – East Alameda Limited: add earlier trips in each direction

Route 46 – South Dahlia: extend the route from its southern most terminal at Colorado Center Station to the University Hills on weekends.

Routes proposed for service reductions:

Route 12 – Downing St./North Washington: reduce peak frequency south of Colfax Avenue to a consistent 30 minutes.

Route 20 – 20th Avenue: discontinue select weekday trips

Route 27 – Yale Avenue: shift midday scheduled DTC trips by 30 minutes, and eliminate the Swedish Hospital loop. (see attachment F)

Route 43 – Martin Luther King Blvd.: discontinue select (4) trips

Route 62 – Commerce City/ Dick’s Sporting Good Park: reduce mid-day frequency to hourly, due to low ridership.

Route 65 – Monaco Parkway: discontinue select (3) weekday trips due to low ridership.

Route 105 – Havana Street: reduce peak frequency south of Southmoor Station to DTC and limited stop consolidation.

Route 121 – Peoria Street: discontinue 3:24am northbound trip.

Route 169L – Buckley Road/DIA: move terminal to Smoky Hill/Pheasant Run Parkway for northbound trips, and Smoky Hill/Buckley for southbound trips. (see attachment H)

BuffRide: discontinue low ridership routes CB6, CB12, CB44, CB52.

CU/CSU: discontinue low productive routes RM8, RM12, RM24, RM38, RM44 and RM64.

JUMP: discontinue west end loop, due to low ridership. (see attachment I)

Routes proposed for mixed service improvements/ service Efficiencies:

A number of bus stop consolidations are proposed, in an overall effort to improve the attractiveness of our service. The aim of bus stop consolidation is to provide the appropriate spacing between bus stops, thereby reducing travel time and increasing on-time performance.

Route 6 – East 6th Avenue: bus stops consolidation.

Route 10 – East 12th Avenue: afternoon peak trips to operate to/from Elitch’s only, not Colfax/Federal and bus stop consolidation.

Route 11 – Mississippi Avenue: bus stop consolidation.

Route 14 – West Florida Avenue: minor schedule adjustments.

Route 15 – East Colfax: run time analysis focused on late night service and bus stop consolidation.

Route 15L – East Colfax Limited: revise stops near the Anschutz Medical Campus for closer proximity to the major facilities.

Route 16 – West Colfax Avenue/Route 16L – West Colfax Limited: bus stop consolidation.

Route 21 – Evans: bus stops consolidation.

Route 28 – 28th Avenue: minor schedule adjustments to better distribute trips arriving and leaving downtown.

Route 32 – West 32nd Avenue/City Park: minor schedule adjustments to better distribute trips arriving and leaving downtown.

Route 38 – West 38th Avenue: minor schedule adjustments to better distribute trips arriving and leaving downtown and bus stop consolidation.

Routes 42, 45 and 169: reroute westbound buses at the Walmart at Tower/Salida to operate clockwise with the shopping center parking lot.

Route 55L – Olde Town Arvada Limited: minor schedule adjustments.

Route 83 – Parker/Leetsdale: running time analysis and bus stop consolidation.

Route 112 – West 112th Avenue: running time and route changes to improve on-time performance and allow for connections at US36 & Broomfield Station. (see attachment C)

Route 120 – 120th Avenue/ Brighton: realign routing between US36 & Broomfield Station terminal and 120th Avenue. (see attachment D)

Route 128 – Broomfield/Wagon Road: realign routing between US36 & Broomfield Station terminal and Midway Boulevard. (see attachment E)

Route 131 – Iliff: schedule adjustments.

Route 153 – Chamber Road: reroute south of Aurora Metro Center (see attachment G)

Route 228 – Louisville/Broomfield: run time analyses requiring significant schedule change

Route AB – Boulder/ Denver Airport: schedule adjustment impacting Boulder Station departures.

Bolt – Boulder/Longmont: run time analyses requiring significant schedule change

Route FF – Flat iron Flyer: run time analyses requiring significant schedule change

Free MetroRide: minor schedule adjustments.

Routes proposed for routine running time analysis/schedule adjustments:

Route 0 – South Broadway: minor schedule adjustments.

Route 0L – South Broadway Limited: minor schedule adjustments.

Changing to summer service levels for routes BOUND, DASH, JUMP, SKIP, and STAMPEDE Other route related interline changes as result of a change to summer service levels: (204, 225,206/206F, 208/208F and Y.

C, D, and L Lines: minor running time adjustments are proposed for the C, D, and L Lines on all service days as a result of the major change from January that will require some refinement of timing. This will not alter the trips and the same service will be provided. No cost impacts are anticipated.

Due to ongoing labor negotiations there may be a need to make schedule adjustments not currently listed in this proposal. Any subsequent changes necessary will be listed in the Final Service Change Brochure prior to the implementation to be consistent with Board policy on public notification.

FINANCIAL IMPACT

The overall financial impact contained in this proposal includes a base system cost savings of approximately **\$153,000** annualized and a reduced requirement of 3 weekday equivalent full time employees.

EQUITY ANALYSIS

The Federal Transit Administration's (FTA) Circular 4702.1B provides its recipients of FTA financial assistance with instructions for achieving compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 regarding Environmental Justice. In this circular, the FTA requires RTD to evaluate, prior to implementation, any and all service changes that exceed the established major service change threshold, to determine whether those changes will have a disproportionately negative impact on minority or low-income populations. Our evaluation of the proposed May 2018 service changes does not reveal any disparities in impacts absorbed by minority or low-income populations.

ATTACHMENTS:

- Atch A - May 2018 Service Changes (PDF)
- Atch B - r51_r112_r120_r128 map (PDF)
- Atch C- r112 map (PDF)
- Atch D - r120 map (PDF)
- Atch E - r128 map (PDF)
- Atch F - r27 map (PDF)
- Atch G - r153 map (PDF)
- Atch H - r169L map (PDF)

- Atch I - rJump map (PDF)
- Atch J - Broomfield - RTD Service Changes Letter (PDF)
- Attachment K – Summary of Electronically Received Comments & Public Meetings – May 2018 Service Changes (PDF)

Prepared by:

Jessie Carter, Manager, Service Planning and Scheduling

Approved by:

A handwritten signature in black ink, appearing to read "Bruce Abel", is written over a horizontal line.

Bruce Abel, Assistant General Manager 3/7/2018

Atch A – May 2018 Service Changes

Route 0 – South Broadway

Minor schedule adjustments, no cost impacts are anticipated.

Route 0L – South Broadway Limited

A new trip departing Civic Center Station at 3:58pm will be added to address overcrowding on the current 4:07pm tri. Minor schedule adjustments are also proposed. Anticipated cost impacts are estimated to be \$14,600 annualized.

Route 3L – East Alameda Limited

Add earlier trips in each direction, with new westbound trip arriving Civic Center Station at 6:15am, and new eastbound departure from Civic Center at 3:14pm. These trips will originate and terminate at Aurora Metro Center Station, and will not operate east of Sable Blvd. Anticipated cost impacts are estimated to be \$39,000 annualized.

Route 6 – East 6th Avenue

Eliminate the following stops, due to close proximity to other stops, and/or low usage:
Eastbound:

- 6th/Emerson St
- 6th/Franklin St
- 6th/Gaylord St
- 6th/York St
- 6th/Bellaire St
- 6th/Dexter St
- 8550 Block Lowry Blvd
- 9200 Block Lowry Blvd
- 6th/Empire St
- Abilene/Bayaud Ave

Westbound:

- Abilene/Bayaud Ave
- 800 Block Potomac St
- 6th/Empire St
- 8550 block Lowry Blvd
- Lowry/Spruce St
- 6th/Ash St
- 8th/Elizabeth St
- 8th/Vine St
- 8th/Gilpin St
- 8th/Emerson St

No cost impacts are anticipated.

Route 10 – East 12th Avenue

Afternoon peak trips to operate to/from Elitch's only, not Colfax/Federal. Allows for more efficient blocking, savings one bus in the early peak period. Discontinue 5:43pm westbound trip from 9th/Clermont, thus reducing westbound frequency from every 15 to every 30 minutes between 5:30pm and 6:00pm. Ridership on this trip averages 11 passengers, with a maximum passenger level of 7 on board at a time.

Atch A – May 2018 Service Changes

Eliminate the following stops, due to close proximity to other stops, and/or low usage:
Eastbound:

- ~~12th/Pennsylvania~~
- 12th/Emerson
- 12th/Vine
- 12th/Jackson
- 9th/Holly
- 11th/Elmira
- 11th/Geneva
- 11th/Jamaica
- 11th/Lima
- Peoria/Quari Ct
- 16600 Block Centretech Pkwy
- 16400 Block Centretech Pkwy

Westbound:

- 11th/Jamaica
- 11th/Hanover
- 11th/Elmira
- 9th/Holly
- 4200 Block 9th Ave
- Madison/13th
- 12th/Vine
- 12th/Ogden
- ~~12th/Pennsylvania~~

Anticipated cost savings is estimated to be \$58,400

Route 11 – Mississippi Avenue

Eliminate the following stops, due to close proximity to other stops, and/or low usage:
Eastbound:

- Louisiana/Pearl St (January 2018)
- S Gaylord/Arizona Ave
- Mississippi/Milwaukee
- Mississippi/Garfield
- S Kearney/Tennessee Ave
- Mississippi/Kearney
- 7100 Block Mississippi Ave
- Parker Rd/Quince
- Mississippi/Clinton
- Mississippi/Elmira
- Mississippi/Kingston
- ~~W Exposition Ave & S Zuni St (23728)~~
- W Exposition Ave & S Federal Blvd (nearside) (33579)
- W Kentucky Ave & S Wolf St (18580)
- W Mississippi Ave & S Ames St (22246)

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Westbound:

- Mississippi/Lansing
- Mississippi/Joliet
- Mississippi/Clinton
- Parker Rd/Quince
- 7100 Block East Mississippi Ave
- Mississippi/Kearney
- Tennessee/Kearney
- Mississippi/Garfield
- Mississippi/Milwaukee Way
- S Gaylord/Arizona Ave
- ~~Louisiana/Pearl St (NOT the LRT Station)~~
- ~~W Exposition Ave & S Zuni St (23727)~~
- ~~W Exposition Ave & S Federal Blvd (nearside) (13658)~~
- ~~W Exposition Ave & S Federal Blvd (farside) (33580)~~
- W Kentucky Ave & S Wolf St (18581)
- W Mississippi Ave & S Eaton St (25958)
- W Mississippi Ave & S Teller St (15456)
- W Mississippi Ave & S Vance St (23997)

No cost impacts are anticipated.

Route 12 – Downing St./North Washington

Reduce peak frequency south of Colfax Avenue to a consistent 30 minutes. Reroute southbound buses via 19th/Ogden, avoiding awkward intersection at 18th Avenue. Anticipated cost savings are estimated to be \$136,000 annualized.

Route 14 – West Florida Avenue

Minor schedule adjustments. No cost impacts are anticipated.

Route 15 – East Colfax

Run time analysis focused on late night service. No cost impacts are anticipated.

Eliminate the following stops, due to close proximity to adjacent stops and/or low usage:

- Colfax/Logan (eastbound)
- Colfax/Ogden
- Colfax/Vine
- Colfax/Roslyn
- Colfax/Chester (eastbound)
- Colfax/Quentin
- Aurora Ct/16th Ave (southbound)
- Colfax/Vaughn (eastbound)
- Colfax/Helena (westbound)

No cost impacts are anticipated.

Atch A – May 2018 Service Changes

Route 15L – East Colfax Limited

Revise stops near the Anschutz Medical Campus for closer proximity to the major facilities: Westbound, establish exception stops at Colfax/Vaughn (serving Children's Hospital), and move the stop at Aurora Court to Scranton, better serving University of Colorado Hospital. Eastbound stops will remain unchanged at this time. No cost impacts are anticipated.

Route 16 – West Colfax Avenue**Route 16L – West Colfax Limited**

Eliminate the following stops, due to close proximity to other stops, and/or low usage:

Eastbound

- W Colfax Ave & Delaware St (33990)
- W Colfax Ave & Galapago St (24245)
- W Colfax Ave & Osage St (19847)
- ~~W 14th Ave & Irving St (10230)~~
- ~~W Colfax Ave & Perry St (12956)~~
- W Colfax Ave & Yates St (13017)
- W Colfax Ave & Chase St (21788)
- W Colfax Ave & Jay St (12912)
- W Colfax Ave & Yarrow St (13015)
- W Colfax Ave & Balsam St (33370)
- W Colfax Ave & Lee St (24059)
- Simms St & W 6th Ave North Frontage Rd (20523)

Westbound

- W Colfax Ave & 12th St (21169)
- ~~W 14th Ave & Irving St (21368)~~
- ~~W Colfax Ave & Perry St (12991)~~
- W Colfax Ave & Yates St (13018)
- W Colfax Ave & Chase St (12856)
- W Colfax Ave & Newland St (12937)
- W Colfax Ave & Reed St (34446)
- W Colfax Ave & Wadsworth St (nearside) (22327)
- W Colfax Ave & Yarrow St (13016)
- W Colfax Ave & Balsam St (33369)
- W Colfax Ave & Kipling St (nearside) (24685)

~~It is also proposed to permanently relocate the limited stop from Perry Street to Raleigh Street.~~ No cost impacts are anticipated.

Route 20 – 20th Avenue

Due to low ridership, it is proposed to discontinue the following weekday trips:

- 8:46am eastbound (17 passengers)
- 5:28am westbound (11 passengers)
- 11:00pm westbound (6 passengers)

Atch A – May 2018 Service Changes

There are alternative trips available 15 minutes earlier and later for the 8:46am eastbound and 5:28am westbound trips. The elimination of the 11:00pm westbound trip will make the 10:00pm trip the last trip of the day. Anticipated cost savings are estimated to be \$58,000 annualized.

Route 21 – Evans Avenue

Eliminate the following stops, due to close proximity to other stops, and/or low usage:
Eastbound:

- Evans/Grant
- Evans/Clarkson
- Evans/Ogden
- Evans/Lafayette
- Evans/High
- 5000 Block East Evans Ave
- Evans/Jasmine
- Iliff/Valentia
- Iliff/Parker Road (nearside)
- Iliff/Troy
- Sable/Adriatic Ave
- W Evans Ave & S Bannock St (13557)
- S Bannock St & W Evans Ave (24999)
- W Evans Ave & S Bryant St (13561)
- W Evans Ave & S Federal Blvd (nearside) (22881)
- W Evans Ave & S Utica St (13641)
- 6300 Block W Jewell Ave (14682)
- W Jewell Ave & S Hoyt St (14669)
- W Alameda Pkwy & S Beech Dr (33999)
- W Alameda Pkwy & S Xenon Ct (12139)
- W Alameda Dr & W Center Ave (23543)

Westbound:

- Sable/Warren Ave
- Iliff/Warren Drive
- Iliff/Valentia
- Evans/Monaco Pkwy (nearside)
- 5000 Block East Evans Ave
- Evans/High
- Evans/Lafayette
- Evans/Ogden
- Evans/Clarkson
- Evans/Sherman
- Evans/Lincoln
- W Evans Ave & S Bannock St (13556)
- S Bannock St & W Evans Ave (24998)
- W Evans Ave & S Bryant St (13560)
- W Evans Ave & S Federal Blvd (nearside) (22882)

Atch A – May 2018 Service Changes

- W Jewell Ave & S Marshall St (14683)
- W Jewell Ave & S Garrison St (nearside) (24457)
- W Jewell Ave & S Hoyt St (14670)
- W Alameda Dr & W Center Ave (23534)

Route 27 – Yale Avenue

During the midday, it is proposed to shift the scheduled DTC trips by 30 minutes, and eliminate the Swedish Hospital loop. Four passengers currently board four trips in this area. This proposed change would redistribute layover, resulting in the saving of one midday bus. Alternative service is available on Route 12 and the Englewood Trolley (the former ART Shuttle) along Downing Street and Hampden Avenue. (see *Attachment F*) Anticipated cost savings is estimated to be \$98,400 annualized.

Route 28 – 28th Avenue

Minor schedule adjustments to better distribute trips arriving and leaving downtown for better headways on the common portions of route services. No cost impacts are anticipated.

Route 32 – West 32nd Avenue/City Park

Minor schedule adjustments to better distribute trips arriving and leaving downtown for better headways on the common portions of route services. No cost impacts are anticipated

Route 38 – West 38th Avenue

Minor schedule adjustments to better distribute trips arriving and leaving downtown for better headways on the common portions of route services.

Eliminate the following stops, due to close proximity to other stops, and/or low usage:

Eastbound

- Larimer St & 19th St (17750)
- 22nd St & Blake St (23220)
- W 38th Ave & Bryant St (10977)
- W 38th Ave & Federal Blvd (nearside) (25833)
- W 38th Ave & Newton St (11027)
- W 38th Ave & Yates St (11064)
- W 38th Ave & Benton St (10973)
- W 38th Ave & Fenton St (24818)
- W 38th Ave & Newland St (11025)
- W 38th Ave & Reed St (25278)
- W 38th Ave & Kipling St (nearside) (11008)
- W 38th Ave & Wright Ct (11062)
-

Westbound

- ~~W 38th Ave & Lipan St (22033)~~
- W 38th Ave & Kalamath St (11004)

Atch A – May 2018 Service Changes

- W 38th Ave & Federal Blvd (nearside) (25834)
- W 38th Ave & Newton St (11028)
- W 38th Ave & Yates St (11065)
- W 38th Ave & Sheridan Blvd (nearside) (24452)
- W 38th Ave & Benton St (10972)
- W 38th Ave & Eaton St (24819)
- W 38th Ave & Marshall St (11015)

No cost impacts are anticipated.

Route 42 – Montbello via Albrook/GVR

Route 45 – Montbello via 51st/GVR

Route 169 – Buckley Road

Reroute westbound buses at the Walmart at Tower/Salida to operate clockwise with the shopping center parking lot, exiting on Salida Street via Walden Street. This change results in a much safer turning movement onto westbound Salida Street. Also, running time analysis for Routes 42 and 45. No cost impacts are anticipated.

Route 43 – Martin Luther King Blvd.

Due to low ridership, discontinuance of the following weekday trips is proposed:

- 4:29am eastbound (8 passengers)
- 4:59am eastbound (8 passengers)
- 5:10am westbound (10 passengers)
- 6:40pm westbound (12 passengers)

Overall effect of these changes is to slightly reduce the length of time 15-minute service frequency is provided on weekdays. Anticipated cost savings are estimated to be \$58,500

Route 46 – South Dahlia

Extend the route from its southern most terminal at Colorado Center Station to the University Hills area on Saturday and Sundays. This will require an additional weekend vehicle and approximately 10 platform hours. Anticipated cost is estimated to be \$84,000 annualized

Route 55L – Olde Town Arvada Limited

Minor schedule adjustments, (as a reminder the Route 55L will be discontinued with the implementation of the G Line).

Route 62 – Commerce City/ Dick's Sporting Good Park

Reduce mid-day frequency to hourly, due to low ridership. Current ridership levels in the midday are 3.7 boardings per hour (without school trippers). Cost savings impacts result in a reduction of a midday operator and vehicle required to operate the service. Financial impacts are null due to grant funding.

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Route 65 – Monaco Parkway

This proposal discontinues the following weekday trips due to low ridership:

- 3:43 am northbound (6 passengers)
- 11:05pm northbound (7 passengers)
- 11:55pm southbound (7 passengers)

This change would change the scheduled first trip of the day northbound being offered at 4:38am and the last trip of the day at 10:05pm. The last trip offered southbound would be changed to start at 10:55pm. Anticipated cost savings is estimated to be \$68,200 annualized.

Route 83 – Parker/Leetsdale

Running time analysis. Also, eliminate the following stops to due to close proximity to other stops, and/or low usage:

Eastbound:

- Parker Road/Quince
- Parker Road/Mississippi (farside)
- Florida/Clinton
- Parker Road/Dayton
- Parker Road/Iliff (nearside)
- Yale/Havana (nearside)

Westbound:

- Quebec Way/Florida (nearside)
- Parker Road/Yale (nearside)
- Florida/Beeler
- Parker Road/Quince
- Leetsdale/Hudson
- Alameda/Leetsdale

No cost impacts are anticipated.

Route 105 – Havana Street

Reduce peak frequency south of Southmoor Station to Ulster/Tufts from every 15 to every 30 minutes. Additionally, it is proposed to eliminate the following stops, due to low usage and very close proximity to better located and better utilized stops:

- Havana/Alameda, southbound nearside
- Havana/1200 South, both directions

Anticipated cost savings is estimated to be \$116,800 annualized.

Route 112 – West 112th Avenue

Running time adjustments to improve on-time performance and allow for connections at US36 & Broomfield Station to occur; realign routing between US36 & Broomfield Station terminal and 112th Avenue via Uptown Avenue, to provide better transit network connections/service to the Arista Development and new housing along east-side of US36 along 112th Avenue and to Main Street. (*Attachment C*) No cost impacts are anticipated.

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Route 120 – 120th Avenue/ Brighton

Realign routing between US36 & Broomfield Station terminal and 120th Avenue via Uptown Avenue, 112th, Main Street to 120th Street. (see *Attachment D*) No cost impacts are anticipated.

Route 121 – Peoria Street

Discontinue 3:24am northbound trip, passengers (10 average per day) may use trips 30 minutes earlier or later. Anticipated cost savings is estimated to be \$23,300 annualized.

Route 128 – Broomfield/Wagon Road

Realign routing between US36 & Broomfield Station terminal and Midway Boulevard via Destination Drive, SH128 (bridge), (new) Wadsworth Boulevard, 118th Avenue, Commerce Street and Nickel Street, to allow for better distribution of transit connections in this area. Running time adjustments to improve on-time performance. (see *Attachment E*) No cost impacts are anticipated.

Route 131 - Iliff

Minor schedule adjustments. No cost impacts are anticipated.

Route 153 – Chamber Road

Reroute south of Aurora Metro Center via Exposition Avenue instead of Alameda Parkway. The passengers that currently board at the stop on Alameda Parkway would be accommodated by a new stop on Exposition. (see *Attachment G*) No cost impacts are anticipated.

Route 169L – Buckley Road/DIA

Cut back southern terminal to Smoky Hill/Pheasant Run Parkway for northbound trips, and Smoky Hill/Buckley for southbound trips. Minimal impact on ridership (10 passengers on 11 trips), eliminates duplication with Route 169, results in faster, more reliable scheduled operations. (see *Attachment H*) Anticipated cost savings is estimated to be \$29,000 annualized.

Route 228 – Louisville/Broomfield: run time analyses uncovered a need to add resources to improve on-time performance, as well as to provide recovery time for bus operators on Saturday and Sunday/Holiday. The anticipated resource impact is estimated to be \$109,000 annualized.

Route AB – Boulder/ Denver Airport

Move current 5:58am leave Downtown Boulder Station trip to leave from Boulder Junction at Depot Square Station; move current 4:50pm and 5:50pm leave Denver Airport Station to arrive at Boulder Junction at Depot Square Station vs. current arrive at Downtown Boulder Station. No cost impacts are anticipated.

Bolt – Boulder/Longmont: run time analyses uncovered a need to add resources to improve on-time performance, as well as to provide recovery time for bus operators on Saturday and Sunday/Holidays. The anticipated resource impact is estimated to be \$89,000 annualized.

Atch A – May 2018 Service Changes

BuffRide

This service has been provided by RTD to CU home football games since approximately 1975. BuffRide service is currently offered from 11 Park-n-Ride locations. In 2017 Folsom Field attendance averaged 43,320 per game. Recommend discontinuing low productivity routes and eliminating routes where duplicate service exists.

Low productivity routes are: Route CB44 - Nine Mile (alternative H-Line transfer MALL or C/E-Lines transfer to Flat Iron Flyer), Route CB52 - Southmoor/Broadway (alternative H-Line transfer MALL to C/E-Lines transfer to Flat Iron Flyer), Route CB6 - Federal Center (alternative W-Line to Flat Iron Flyer); no alternative service exists for passengers traveling from Wadsworth & Hampden (14 passengers per trip). And eliminating routes where duplicate service exists, Route CB12 - US36 & Sheridan / US36 & Broomfield / US36 & McCaslin (alternative Flat Iron Flyer). Cost savings estimated to be \$30,830.

C, D, and L Lines

Minor running time adjustments are proposed for the C, D, and L Lines on all service days as a result of the major change from January that will require some refinement of timing. This will not alter the trips and the same service will be provided. No cost impacts are anticipated.

CU/CSU

RTD provides Special Service to the annual Rocky Mountain Showdown between the Colorado Buffaloes and the Colorado State University Rams; the game usually falls on Labor Day weekend. With few exceptions, the games have been played at Sports Authority Field since 1998. Recommend discontinuing low productivity routes and eliminating routes where duplicate service exists.

Low productivity routes are: Route RM24 - Alameda/Havana (alternative route 3, transfer to C/E-Lines), Route RM38 - Federal Shuttle (alternative route 31), Route RM44 - Nine Mile (alternative H-Line, transfer to C/E-Lines). And eliminating routes where duplicate service exists, Route RM 12 – US36 & Sheridan, (alternative Flat Iron Flyer transfer to W/C/E-Lines). Route RM64 - Ward Road and Route RM8 - Olde Town Arvada (alternative G-Line, transfer to W/C/E-Lines). Cost savings estimated to be \$6,880.

Route FF – Flat iron Flyer: run time analyses uncovered a need to add resources to improve on-time performance, as well as to provide recovery time for bus operators on Saturdays and Sundays. The anticipated resource impact is estimated to be \$195,700 annualized.

Free MetroRide

Minor schedule adjustments, no cost impacts are anticipated.

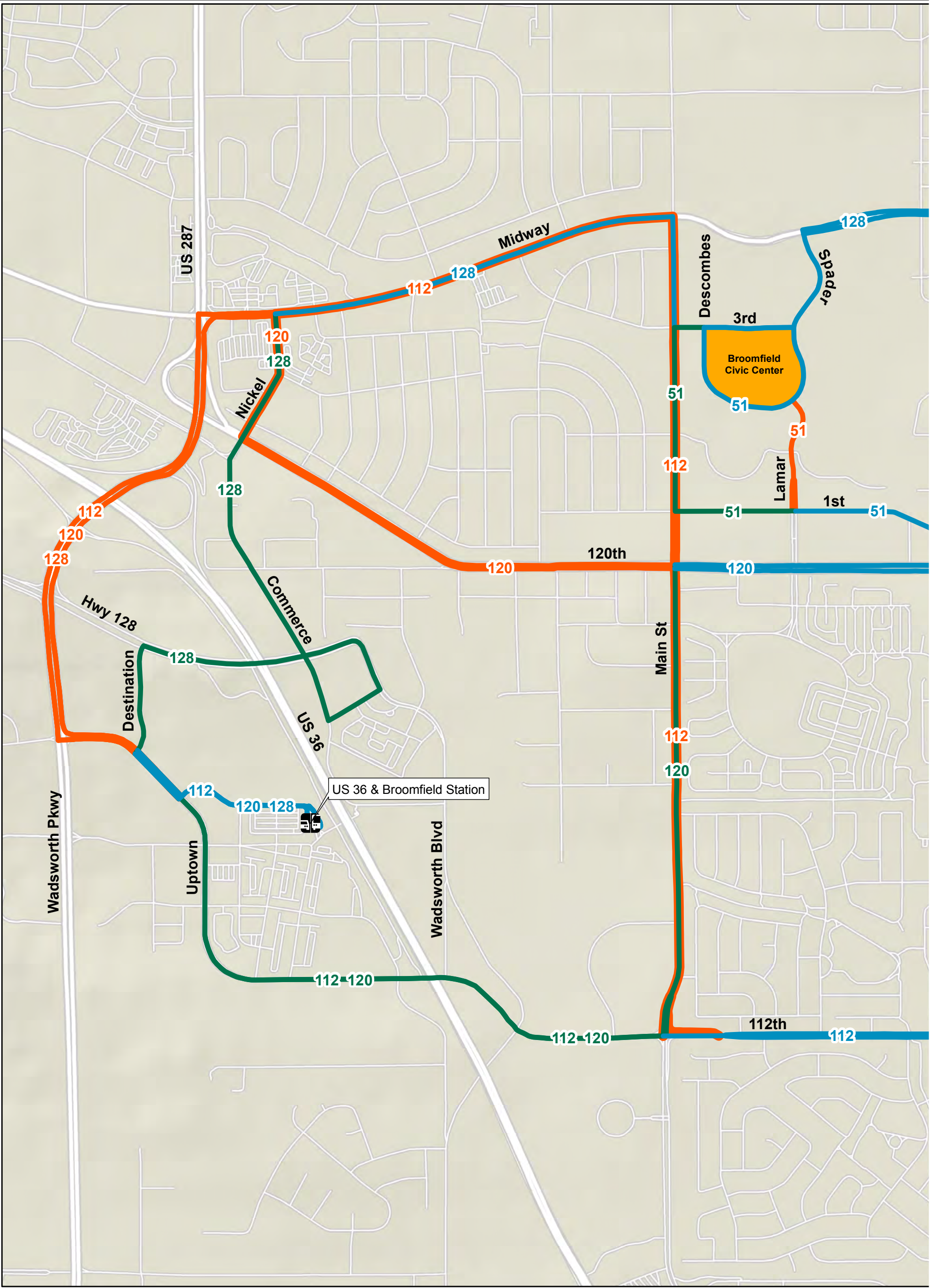
Route JUMP

It is proposed to discontinue the 'west-end loop' between Broadway and 9th Street, due to very low ridership and negative effect on on-time performance. Operations of this loop currently result in additional resource requirements. (*see Attachment I*)

Atch A – May 2018 Service Changes

Changing to summer service levels for routes BOUND, DASH, JUMP, SKIP, and STAMPEDE Other route related interline changes as result of a change to summer service levels: (204, 225, 206/206F, 208/208F and Y).

Due to ongoing labor negotiations there may be a need to make schedule adjustments not currently listed in this proposal. Any subsequent changes necessary will be listed in the Final Service Change Brochure prior to the implementation to be consistent with Board policy on public notification.



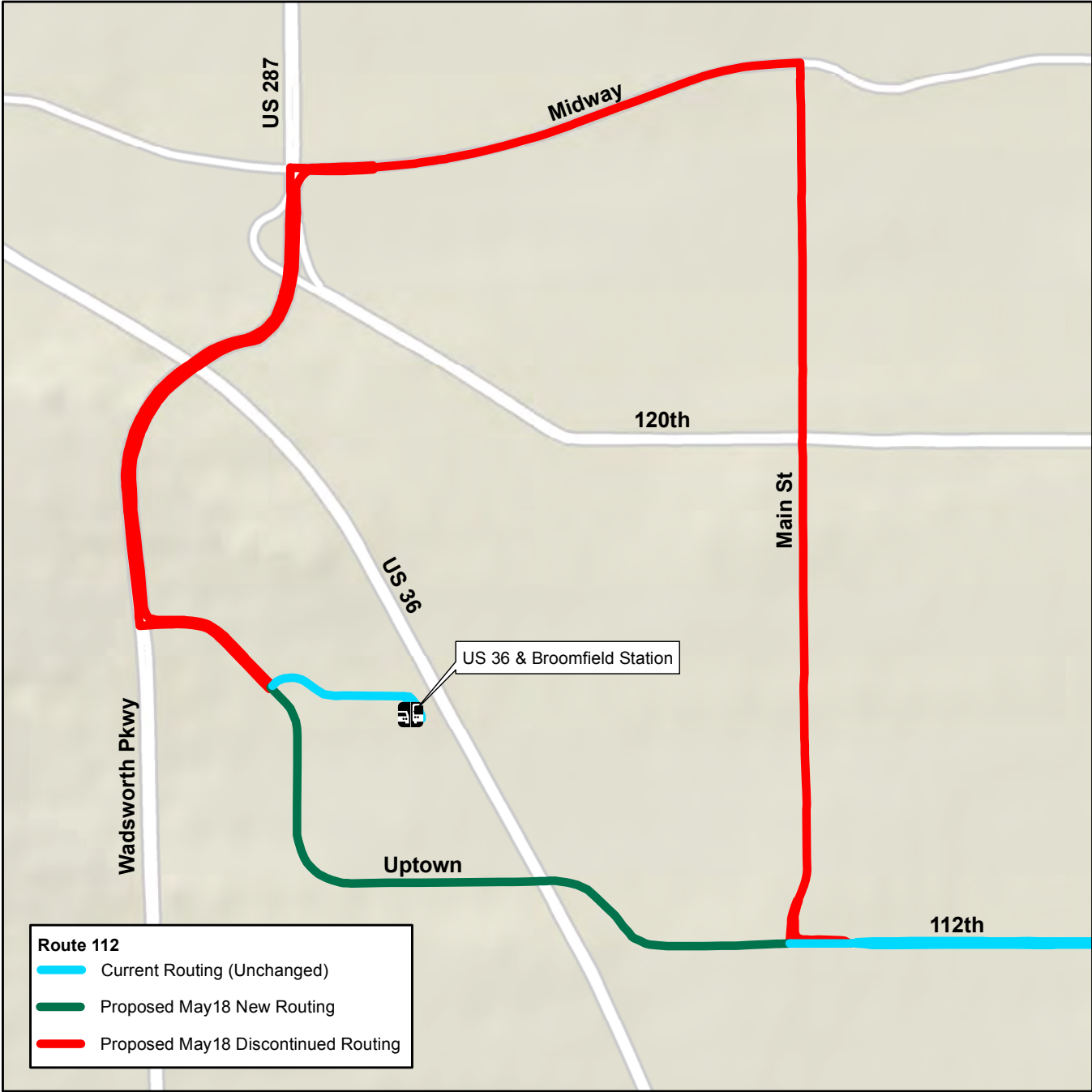
Attachment: Atch B - r51_r112_r120_r128 map (3412 : May 2018 Service Changes)

Routes 51, 112, 120 and 128

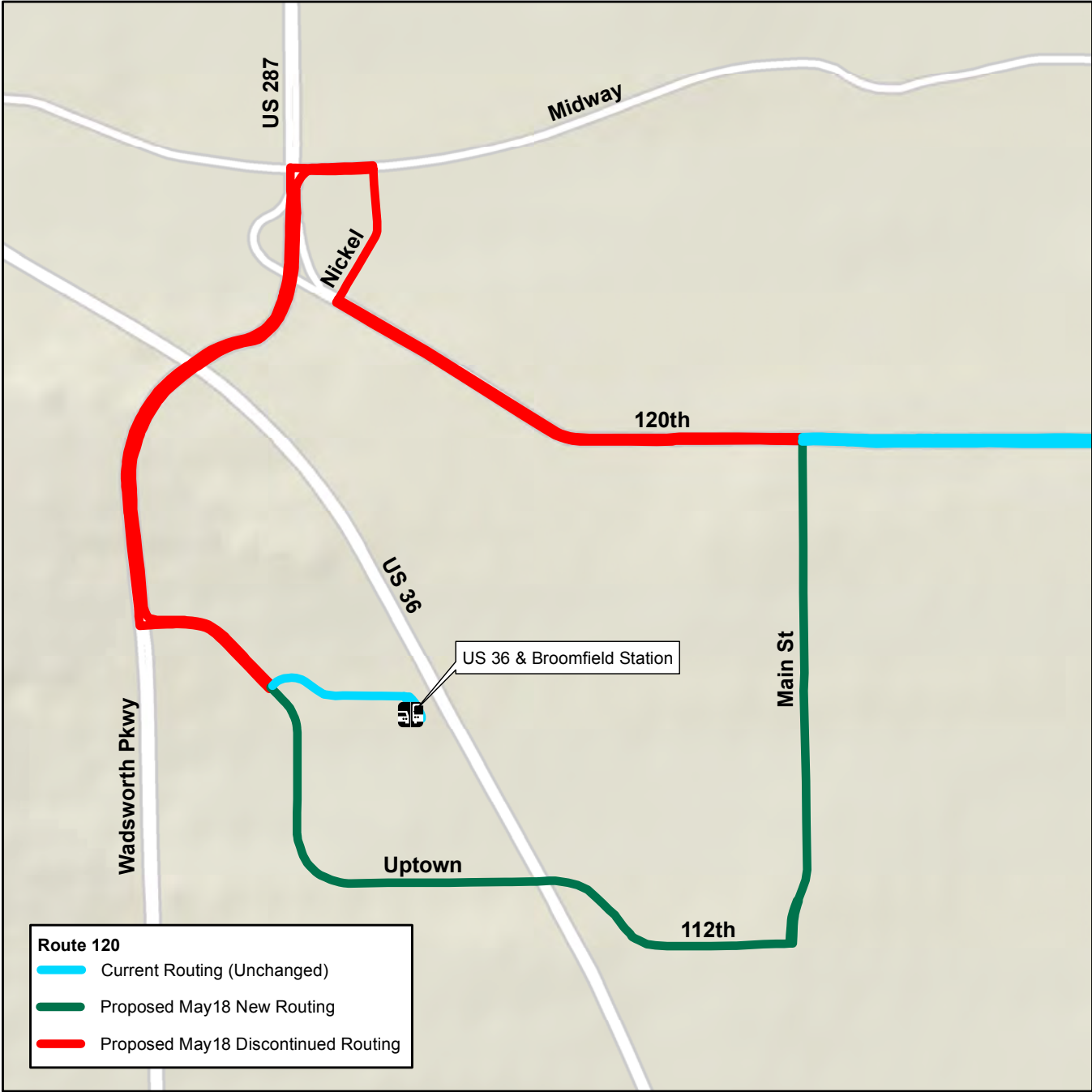
Existing Routings

Deleted Routings

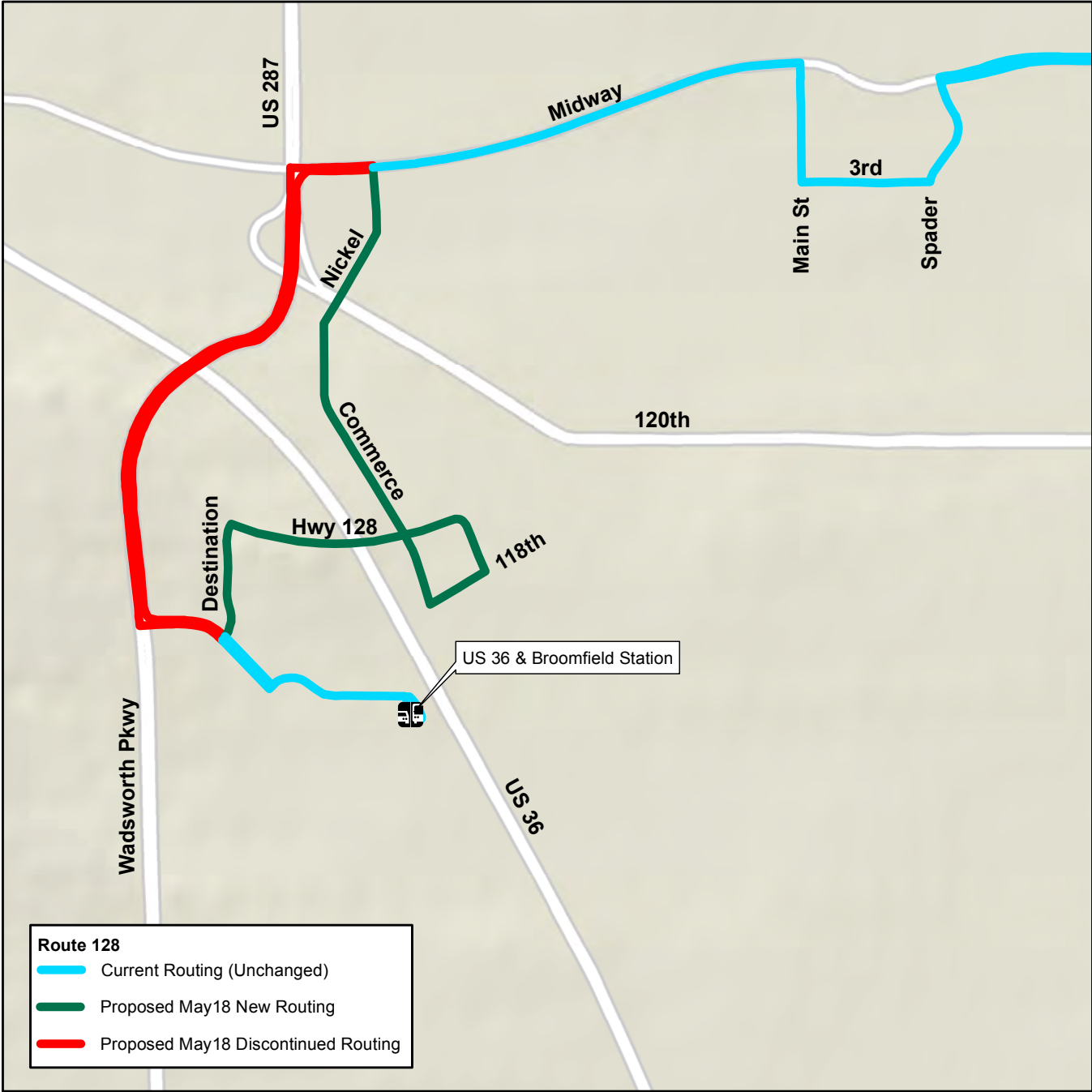
New Routings



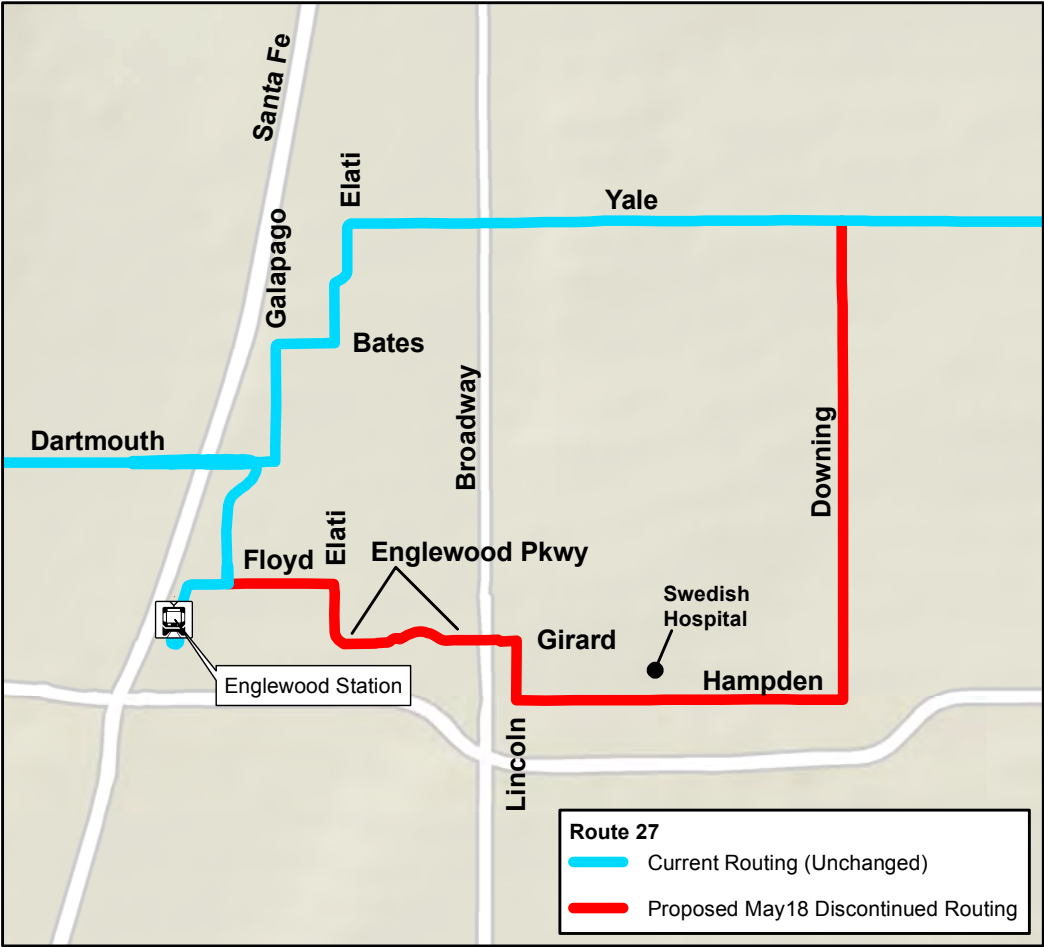
Attachment: Atch C- r112 map (3412 : May 2018 Service Changes)



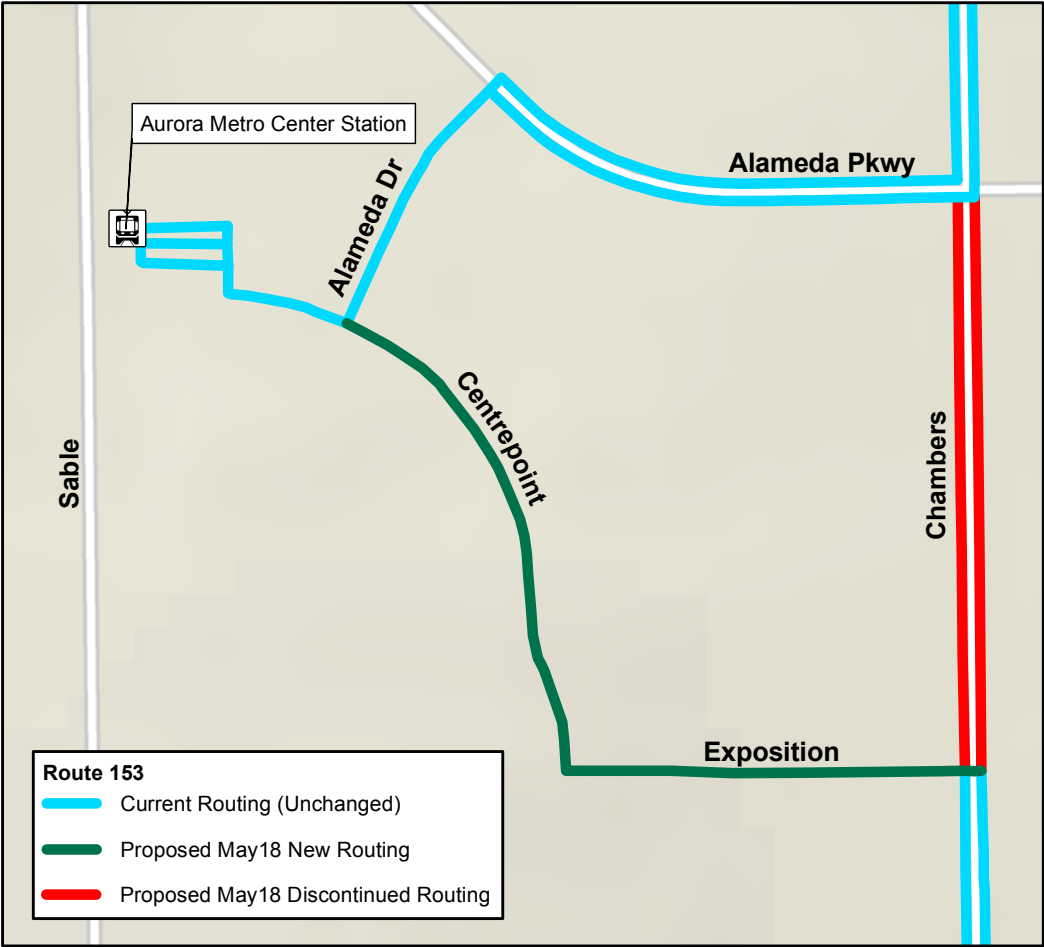
Attachment: Atch D - r120 map (3412 : May 2018 Service Changes)

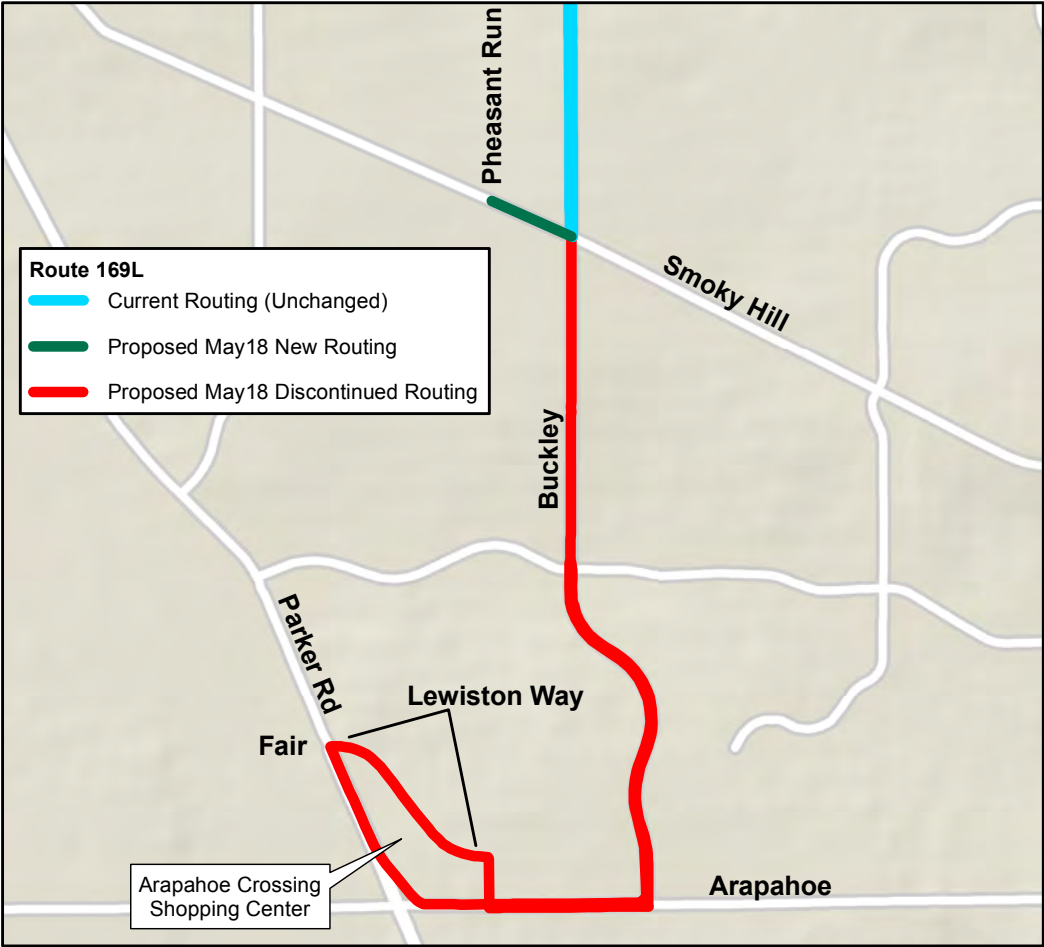


Attachment: Atch E - r128 map (3412 : May 2018 Service Changes)



Attachment: Atch F - r27 map (3412 : May 2018 Service Changes)







Attachment: Atch I - rJump map (3412 : May 2018 Service Changes)



Regional Transportation District

1660 Blake Street

Denver, CO 80202

March 1, 2018

RE: May 2018 RTD Service Changes in Broomfield

The City and County of Broomfield appreciates the opportunity to review the proposed May 2018 service changes with RTD staff. In general, Broomfield staff feels that the routing changes to the 112 and 120 in and out of Broomfield Station will provide efficiencies and improve on-time performance of local routes.

Broomfield staff is concerned about the reduction in service levels in the vicinity of West Midway Boulevard at Nickel Street, and the West Midway neighborhood. This neighborhood is home to the Garden Center Apartments, a below market housing complex that is currently one of only two Broomfield housing developments that accept Housing Choice Vouchers for families. The vicinity is one of the more affordable places to live in Broomfield and is home to more than 150 transit dependent households, according to the American Community Survey.

The proposed service changes will impact this neighborhood by diverting service currently provided by Route 112 and 120. The only local route available will be the 128 which runs only on weekdays with the last run of the day in the 6:00 p.m. service hour. Currently, this neighborhood is served by the 112 and 120 on weekday evenings until the 10:00 p.m. service hour, and by the 112 on Saturdays and Sundays, providing transit dependent residents with an option to access jobs and services. The route changes will eliminate evening and weekend service for residents that need transportation services the most.

Broomfield urges RTD to explore ways to continue to provide evening, Saturday, and Sunday service in the vicinity of West Midway Boulevard and Nickel Street. In the interim, Broomfield requests support for marketing availability of route 225 for weekday evening service and an LD route for evening and Saturday transit access to the US 287 stops at Midway Boulevard and 10th Avenue to and from the Broomfield Station for displaced riders.

Thank you in advance for your support and assistance in providing transportation to these areas.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles Ozaki".

Charles Ozaki, City and County Manager

Cc: Mayor; Councilmembers; Kevin Standbridge, Deputy City and County Manager

Attachment: Atch J - Broomfield - RTD Service Changes Letter (3412 : May 2018 Service Changes)

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

May 2018 Service Change
Public Meeting Comments

Monday, February 26, 2018; 6pm
Alfalfa's Community Room
1651 Broadway, Boulder Co
6:00 PM

Staff in attendance included Nataly Handlos, Tegan Rice and Diane Marquiss. There were 16 members of the public including three City of Boulder Staff members and one representative from Boulder Transportation Connections. No Board Members attended.

Anita O'Connor stated that the current Route Loop service was not very good, but was better than nothing. She added that residents at the Presbyterian Manor are in need of the Route JUMP LOOP, due to challenges in mobility otherwise. The bus is a connection, which allows them to independently conduct their shopping and other day-to-day activities. Ms. O'Connor added that most of the residents simply couldn't afford the cost of VIA Access-a-Ride.

In addition, Ms. O'Connor mentioned that during snowy days access at bus stops can be a challenge, since not all stops are cleared off snow properly.

Jean Day Alexander: suggested a HOP re-route to replace the proposed discontinued Route JUMP LOOP. She suggested for the HOP to route westbound, from Downtown Boulder Station, via Canyon Blvd., Broadway, Arapahoe to 9th Street. She added that there are 89 residents at the Presbyterian Manor and that a good number of them use the current route, on various days and times. Ms. Alexander stated that a re-routed HOP would allow for the connection they need to have access to the rest of the City via RTD transit. She also added that perhaps, as a compromise, only the 'short-trips' which start at Technical Education Center (63rd/Arapahoe) would be the trips to operate through 'the loop' – or that at least one trip per hour could operate the loop, so that they would not be left without service during the summer.

Natalie Stiffler (City of Boulder staff) informed those in attendance that with the HOP re-route design underway, Route HOP is scheduled to start serving Arapahoe, between 9th St and Broadway, as of the RTD August 2018 service changes. She added that the construction related to the 13th Street Underpass at Arapahoe is scheduled to last throughout the summer, starting with the end of the BVSD school year and ending with the start of move-in day at CU. Ms. Stiffler shared that the city has revised their construction plans and now believes, that one lane in each direction will remain open at all times, along Arapahoe, between 14th St and Broadway. She also quickly gave an overview of the HOP redesign process.

Eve Booth agreed with Ms. O'Connor's and Ms. Alexander's statements and reiterated that the bus stop at Arapahoe and 9th Street is needed for their mobility. She added that residents at Presbyterian Manor do not have cars and that not only they, but also other shoppers at Alfalfa's would benefit from the JUMP route along Arapahoe, between Broadway and 9th St..

Jeana Chleborad asked if during the construction sidewalk access would be impeded.

Ms. Stiffler replied that the city will keep the sidewalk open at all times during the construction, at least on one side of the street, in the vicinity of the construction area.

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

Margarita Welgado stated that she does not drive and that the bus is the only way she can get to King Soopers and other places in Boulder. She reiterated that the Route JUMP is a connection for residents at the Manor and that most cannot afford Access-A-Ride or VIA services. Ms. Welgado added that the bus should not be a luxury, but rather that it is a necessity.

Marty Patton stated that she appreciated RTD re-instating the JUMP LOOP after the original consideration of discontinuation with the previous August 2017 service changes. She added that for the City of Boulder, environmental sustainability is a significant goal and that bus service contributes to this. She agreed that the suggested HOP reroute is a good option and would like to see the route on the south side of the street, so that residents of the Manor could more easily access it. Ms. Patton asked that RTD staff look at all potential reroute options during the construction, in order to allow service to remain during the summer. In addition, she added that Boulder is experiencing an increase in senior population and that RTD and the City should partner more on providing additional, affordable mobility options for seniors. Ms. Stiffler responded that the City might be able to consider subsidizing services such as Lyft and Uber, or perhaps VIA, through 'buy-up' type assistance.

Dan Winahr stated that if Route JUMP were to be removed from the 'the LOOP' then the City of Boulder Main Branch Library would probably be the only library in the Denver Metro area without transit access.

Joel Gilbert stated he lives at 5th and Arapahoe and manages a Neighborhood EcoPass program. He said that as best as he sees the situation, it appears the real issue is the construction and thus no service option for Route JUMP west of 14th St. and Arapahoe, for the summer only. Mr. Gilbert added that he understands the mobility issue presented by the residents of Presbyterian Manor and that the issue is not the 'Loop' routing, but rather that residents are left without transit connections for that time period. He added that the City and RTD should look into potential alternatives for residents, including potential rerouting of current routes or other service options.

Natalie Stiffler (Separate communication) requested that RTD remove the proposed elimination of the JUMP "west end loop" from the recommended May 2018 service changes and grant more time before we make this change to the JUMP route.

(Signage posted outside of Boulder meeting)

What Again? RTD
threatens to end bus
service on Arapahoe
Ave. to 9th Street.

Come to a meeting at
Alfalfas' on Monday,
Feb. 26th at 6 pm in
Community Room,
south entrance, to
discuss & protest.

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

Tuesday, February 27th, 2018
Broomfield Health and Human Services
100 Spader Way, Broomfield, CO
6:00 PM

Staff in attendance included Nataly Handlos, Tegan Rice and Diane Marquiss. There were 4 members of the public including one Broomfield Staff member. No Board Members attended.

Steve Johnson asked if when CDOT completes roadwork if the 128 would be re-routed again. Nataly responded that once the roadwork is completed, Service Development would wait a minimum of 6 months to consider any changes to the routing.

Mr. Johnson was also concerned about the 112 only running on the weekends, and the new routing would potentially eliminate access to mid-way on Saturdays. He was wondering if potentially the demand was more for the 128 if RTD would switch routes for operation on Saturdays. Nataly said that is a possibility depending on where the demand is for Saturdays and/or Sundays. RTD staff will monitor the ridership and service requests.

Mr. Johnson also asked what the changes were for the C-line. Staff explained that it was just a matter of minor trip time adjustments and that there were no changes to occur to the frequency or service span.

Carl Crosswhite asked if the potential fare rate changes, which are currently being discussed, would increase ridership and what the impacts for the routes might be. Staff responded that with the routing change proposed an increase in ridership is anticipated and that any increase of ridership can be accommodated with the current service levels, because current ridership is low on all 3 routes.

Bob Davis asked if there are any changes to the Access-a-Ride schedule. Staff responded that there were no changes for that service.

Wednesday, February 28th, 2018
RTD Administrative Offices
1600 Blake Street
NOON

Staff in attendance included Jessie Carter, Doug Monroe, Brian Matthews, Jeff Dunning, Daniel Menter, David Menter, Dan Merritt, Cesar Ochoa, Tegan Rice, and Cooper Langdon. No Board Members attended.

Doug Monroe (RTD Service Planner/Scheduler, West Team Lead) started the meeting by introducing himself and explaining the meeting's purpose. He addressed several questions that those in attendance had about proposed bus stop consolidations. He explained to all the basic rationale behind the proposed stop consolidations: which are increased travel speed and increased schedule reliability for all riders. He explained in certain instances bus stops were only a few hundred feet apart and/or used by relatively few riders which had the effect of degrading service for many more on-board thru riders. He also answered a question about the cost of closing bus stops.

Michael Thein said that commuter rail that currently operates only hourly should operate more frequently instead at every 30 minutes. This would gain more riders. He said 'Race for the Cure' service

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

should remain and that low ridership last year was due to the weather. (Jessie Carter and Brian Mathews explained that ‘Race for the Cure’ ridership over the last 6 years has been very low and well below service standards).

Kevin Mooney said he used a wheelchair and that toilets at DUS and Downtown Boulder Station should be able to be locked when in use. He said that the new Civic Center Station is very nice especially since it included several well-located ADA door buttons. He also agreed with the proposed changes to routes in the City of Broomfield. The commenter later said that he used a flashlight at light after dark to help the driver see him waiting at his bus stop but that he still recently was passed-up at 95th & Arapahoe after dark and had to wait for another hour. He also complained that elevators were recently out of service at the US36 pedestrian bridge at Broomfield Station. (Doug Monroe explained that he could phone customer care in these situations for assistance).

Helen Bushnell said the ‘Race for the Cure’ service should remain. She supported the changes proposed in the City of Broomfield. She also said that she supported the route changes in the City of Broomfield. She said in general that service change public hearings should have more explanation of the proposed changes including slides. She said the proposed removal of so many bus stops was expensive for staff and confusing to riders. She said that having extra bus stops near each other was a good backup if there was nearby construction or snow at certain bus stops. Retaining bus stops was better for riders in wheelchairs. She was also concerned about the proposed curtailment of a part of route #105, but later withdrew that comment (Jessie Carter explained that only a small part of the route, south of Southmoor Station, would actually see reductions).

Sharon Davis said that route #55L Eb trips, at 6:57a and 7:14a, often have standees which presents a safety concern. She also said standees occur too often on the Wb trips at 4:10p and 4:25p. She requested that larger buses be used. She also said that signs informing riders about bus stops being eliminated should remain up longer after the stop is removed. (Doug Monroe explained that RTD sign shop policy was to remove the notifications approximately 2 weeks after service has ended).

Leroy Robert said that route #43 and #12 buses that currently stop on street, near the 30th & Downing Light Rail Station, should instead be routed to pull into the off-street bus area as they used to do several years ago. This would promote better connections for riders, especially those using wheelchairs. (Jeff Dunning explained that there few riders connected at 30th & Downing from the L-Line to route #43 as #43 now already goes downtown obviating the need for that particular transfer). The commenter was also concerned that route #12 buses block the traffic lane on Downing St. when serving riders at the current on-street bus stop on Downing St adjacent to the Station. (Jessie Carter explained that the extra time associated with pulling #43 and #12 buses into/out of the Station would require the cost of adding an additional all-day bus into each of these routes to cover these routes’ schedules). The commenter also said that route #28 should resume service east of Downtown on the weekends. Without that service, he said he now must walk farther to MLK Blvd. to access route #43. (Jessie Carter explained that route #28 service, east of Downtown, had been eliminated recently due to low ridership). The commenter also said that L-Line frequencies should be increased in the evenings as service dropped down to only every 30 minutes after 7.30p and is a very low level of service. The new L-Line now also requires a transfer from 30th & Downing at all times to go farther south, and two transfers to go farther south to Littleton on weekday evenings.

Michael Bailly said that all of the proposed, and recent, bus stop closures are too many. In particular, he said that recent closure of certain stops on route #20 near the hospital should be added back and

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

that the proposed reduction of certain trips should remain. He also said that the bus stop at 15th St & Platte St. should be reinstated since there is nearby construction which prevents safe walking to the next nearest bus stop. He said the City of Denver also does not plow the sidewalks of snow on 15th St on the bridge over the Platte River. (Doug Monroe explained that the stop on 15th & Platte would be put back along with the new adjacent development's construction). The commenter also said that on route #15 stops close to Downtown should remain since Colfax is such a well-used main bus street. On route #10, the stops at Emerson and Ogden should remain and the proposed trip reduction should remain. On route #12, the proposed frequency reduction south of Colfax should remain.

Dorothy Rice said that route #32 should operate more often on the weekends. This is because route #28 no longer operates east of Downtown on the weekends. She also said that the new L-Line needs more frequency and that it drops down to only every 30 minutes as early as 7.30p. She said that previous D-Line trips could also be extended to 30th & Downing to increase service along Welton Ave. She said that she lived near 20th Ave & Clarkson and that the area east of Downtown was now not getting as much service as do areas served further to the east in Stapleton. She also commented that the #16 bus stop at Colfax & Galapago should be retained, especially since it is not always safe to walk farther alone along the street segment's sidewalk.

Patrick Flanagan said that the Call-n-Ride in Broomfield was working well for him and appreciated the service.

Wednesday, February 28th, 2018
RTD Administrative Offices
1600 Blake Street
6:00 PM

Staff in attendance included Jessie Carter and Brian Matthews. There were 5 members of the public including one Broomfield Staff member. No Board Members attended.

Lee Jacobson & Zach Bushay are opposed to the elimination of the Route 10- bus stop at 12th Avenue and Pennsylvania Street stating that is a busy stop and 12th & Washington is not as busy. The also stated that there are seniors in the building at this stop and discontinuing the bus stop would cause stress. There were 2 people who voice their concern on this stop discontinuance.

Carol Streamer is supportive of the proposal to add trips on the Route 3L and would like to see a trip added in the early afternoon. She also mentioned how difficult it was to travel from Windsor Gardens to Boulder using the transit system

Ginger Montoya was concerned about her stop being eliminated on the Route 83L. (Her stop was not on the list) She also stated that she rides Routes 9 and 21.

William Dillion stated that he was there to observe the process and was happy to know that RTD held meetings where customers could participate.

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

Thursday, March 1st, 2018
Calvary Baptist Church
6500 Girard Ave
6:00 PM

Five members of the public were in attendance, along with Jessie Carter from RTD staff.

Lisa Lamunyon had questions about the seemingly variable routing of the Route 83D and the use of 8th Avenue to get to Speer Boulevard. (Jessie Carter explained that the routing had recently been changed and some operators may be using the old routing).

Sharon Williams noted that she and her husband selected Denver over Portland, Oregon for retirement, based largely on the transit system. She applauded RTD for the growth of bus and rail systems.

Donald Scanlon opposes the changes proposed for the Route 169L. He and his wife both use the 169L to access Denver International Airport and truly appreciate the ability to use their Senior discounted local fare to do so. He has used the 169 to access the 40th Avenue & Airport Blvd Station to transfer to the University of Colorado A Line and wondered if we would consider routing the 169L into this station, allowing then to transfer for a local fare. (Jessie responded by say that they could use the 169 to transfer to the 169L on-street to the same effect as his request.)

Sheila Scanlon asked if she could have more information on what would be the most cost effective fare type to use to access DEN? (Jessie gave Mr. and Mrs. Scanlon his contact information for further assistance on itineraries and fare information).

David Kelley stated that he was in opposition of the removal of the stop at 12th Ave – Pennsylvania stating that he sees it as being very busy. He also stated that the eastbound 12th Avenue-Pennsylvania is not as accessible to him, so he could see that stop being eliminated in favor of the stop at Washington Street. (Jessie informed him that he was not alone in requesting the stop be maintained and that staff was considering retaining the stop).

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

Route	Support	Opposed	Inquiry	First Name	Last Name	Additional Comments
12		1		Samantha	Savant	Please do not reduce rush hour frequency on the 12 line. It doesn't make a lot of sense to reduce service with all of the new residents moving in, especially at the Country Club towers, which are right on the 12 line.
62		1		Scott	Ramming	I am inclined to oppose the proposed midday frequency reduction for Route 62. First, how long has this route been in operation? I would think it should require at least a year to allow potential passengers to become aware of and use the route. Also, it's my understanding that this route is funded by a CMAQ grant, and therefore cutting service doesn't result in any financial savings to the District, as the unused grant money must be returned to the federal government.
169L		1		Donald	Scanlon	I have just noticed the proposed change to Route 169L (to be effective 20 May 2018) and offer the following comments. It is my intention to attend the public meeting for Southeast Denver at Calvary Baptist Church at 6:00 pm on Thursday, 1 March 2018. PLEASE do NOT change the origin and termination point (opposite Regis Jesuit HS on Lewiston St in Aurora) of the Route 169L bus. While I acknowledge that few riders begin and end at that terminus, my wife and I do regularly catch the Route 169L bus at the Buckley Rd/Caley St stop as we make our way to DIA. The trip takes just under an hour, is essentially a direct travel trip for us and allows us to walk to/from the bus stop. Riding the 169 bus (rather than the 169L bus) does offer more time opportunities but we then must walk from the bus to the Light Rail Station at 40th/Airport, and wait for the "A" train to get to DIA. Thank you. DL Scanlon
A Line		1		Veronica	Brosławik	I would like to request that further adjustments be made to accommodate late westbound A Line trains attempting to make a B Line connection during evening rush hour at Union Station. The A Line continues to run late and cause extended waits at Union Station for cross-town commuters trying to catch the B Line headed to Westminster Station with no other alternate routes to Westminster Station.
A Line Connections			1	Michael	Tideman	I wanted to ask that when you are looking at minor schedule adjustments for the 0 and late 15, please consider the arrival time of inbound A line trains to Union Station from the airport. I work at DIA and am off work usually in time for the 12:27am departure from DIA, which arrives a few minutes after 1am at Union. Every night I catch either the 0 or 15 from there up to Colfax/Broadway or Colfax/Grant-Sherman, so I'm hoping the timing for that connection will stay good with any minor changes that you feel may need to happen. That late at night it's no fun waiting another 30 mins for the next bus.
Amazon RFS			1	Sarah	Hollis	My name is Sarah and I work on the Amazon Ride team, specifically with sites in the west, including Colorado. There is a relatively new Amazon site in Aurora that has asked how to go about making a request for improved transit service. Do you know who I may be able to speak with at RTD to learn more about service change requests?

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B Line		1	Doug Hoffacker		Thanks for the great drivers and reliable 120x, 122x. service. I ride RTD and from work almost every day. I love to ride the B line...but the service is too infrequent for my work schedule. One must-do if you cancel the Rockies Ride service... Increase the B Line service to Westminster!!! We get the least rail service of any line in town, and ridership is above what was predicted! Please make it every 15 minutes during rush hour and at least 30 minutes other times. For Rockies fans, trying to catch the train ONLY available on the hour is a horrible, unnecessary sacrifice, definitely NOT FAIR, since riders on all other lines have many more time options. We're the last to get any rail or Fastracks anyway, at least treat us like we matter as much as everybody else in town.
C Line		1	Margie	Cheatum	Good morning...I just want to say thank you for increasing the tubes the C-line Runs; however it seems not smart to reduce the cars to 2-cars especially at peak times. This morning starting at mineral both cars were packed before we even left the station... By Englewood it was ridiculous It would be nice to see three cars during peak times Thank you for your consideration Margie Cheatum
C LineD Line		1	Eric	Wencel	I've been a daily rider and EcoPass owner for over three years. I immediately started using RTD light rail when I moved here because, as a professional urban planner, I truly believe that good public transit is one of the most impactful and useful services a city can have. I love that Denver has rail transit. I have worked in other cities promoting the re-introduction of rail transit, and I understand both its cost and its capacity to spur development and make a difference in the lives of people in the community. It has been very exciting to see the RTD network expand so meaningfully over the short time that I have lived here, and I look forward to the plans that you have for the future. That said, I really don't understand the service changes that you made for the C and D lines in January. I read your blurb about both, and it still makes little sense. You had reliable 15(ish) minute headways on the D line and similar service during rush hour on the C line. Service was predictable and intuitive, and it seemed to synchronize well with bus connections. Honestly, service from south Denver/Englewood into central downtown (where I would argue most people want to go) was exactly what a commuter would dream of. Now you have what feels like a jumbled mess between 8am and 10am: 10-15 minute headways for the C line, half hour headways for the D line, except at one point you go down to 10 minute headways, then all of the sudden the rhythm shifts and you have pockets where no trains come and people stand around for twenty to thirty minutes with no trains. Then after rush hour (especially in the evenings) service drops considerably, which has a pretty massive impact on the service industry and student population (especially working students who take night classes) that rely on the trains out of downtown at night. It just feels like the ACTUAL level of service (not the efficiency on paper) has dropped considerably from what it was a month and a half ago. I know the process for service changes usually involves a team of engineers analyzing ridership and cost data and spitting out suggestions for the most efficient schedule. What I also know is that these sorts of processes (and lets be real, people - engineers aren't the most common-sense driven or creative problem solvers) can leave out the notion that a good public transit system is simple, reliable, and easy to navigate for the daily commuter and visitor alike. In this case it just seems like you guys have made the schedules way too convoluted and complicated, and it shows in the number of riders just standing around for extended periods of time, going back and forth reading the schedules waiting for their next train. It's been over a month, and it still seems like people are trying to figure out what's going on, which I think is an indication that your schedule changes didn't quite accomplish what you thought they would. It also seems like your drivers are struggling, too. I get on northbound trains at the Evans station, which isn't too far from the beginning of the line, yet

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

						<p>the trains are consistently several minutes late. You also talked about how you made the trains longer, as in more cars per train. Sometimes that's true, but in a handful of situations, D line trains have only two cars. What this looks like is loads of freezing cold people who have been stuck on a platform in the snow for half an hour cramming into two standing room only train cars during rush hour. I'm a young adult man, so I have no problem standing on the train - in fact I just do it anyway even if there are open seats - but it becomes a hazard when you have people with children and the elderly/less physically able standing in the slippery wet aisles while the drivers consistently take turns way too quickly and repeatedly slam on their brakes or accelerate more aggressively than is really necessary. Again, the numbers might say one thing, but common sense and actually considering what would be best for your riders would likely say another. For whatever it's worth, I hope that someone actually sees this message for what it is: thoughtful feedback from a transit rider who pays attention and has at least half a clue as to what he's talking about. Admittedly I wrote in on your comment form this morning (after standing around in the cold for twenty minutes more than I planned and being late for work) and was much more emotional and less thoughtful about my choice of words. I apologize for that, and I hope that this longer, more civil, and more constructive message makes up for what I would describe as "bitching" in my previous comment submission.</p>
D Line		1		Terra	Avila	<p>Someone really thought that stopping D line service at 9:30 at the Performing Arts Complex was a good idea? Have you guys ever been out there when all the shows let out at once? And now you expect all of us, including elderly theater patrons to squeeze on an H line? WHAT WERE YOU THINKING!</p>

Attachment K – Summary of Electronically Received Comments & Public Meetings
May 2018 Service Changes

D Line		1		Amanda	Brenner	My name is Amanda Brenner, and I'm 33 years old. I do not own a car, and I rely on RTD for a lot of my transportation needs. I like to think that I pay attention to service changes and that I ride enough to be cognizant of them. I was caught off guard last Friday, however. I usually take the light rail to go downtown during the day, but my wife and I had planned a night out downtown with friends last Friday. We like to take RTD downtown on weekend evenings so that we don't have to look for a parking spot or pay for parking. I have been taking the train from Englewood station long enough that I thought I knew that we should catch the 7:12 D line to meet our friends on time. But there was no 7:12 D line, and taking the C line and transferring would have added 20+ minutes to our trip. We ended up driving and paying for parking, then I had to sneak out of the performance we were attending so I could feed the meter when our time ran out. I have so many problems with this experience. First of all, if I didn't catch that service had changed, then it wasn't advertised well. This is a problem. I don't think I should have to look on the website or app to plan every single trip I make with RTD. Secondly, the lack of night service on the D line now is utterly appalling. Yes, in the best case scenario, it will only add five minutes to your trip. Worst case scenario, it could add 20-30 minutes. By limiting D line service and inconveniencing people who were used to this rather convenient line from the middle of downtown to the south suburbs, I think this will encourage people to drive more, especially on weekend nights when they might be imbibing in controlled substances. I would really appreciate some compensation for my experience on Friday night. It was quite stressful to change plans on a dime like we were forced to, and I am out a light rail pass as I had validated a pass from a book of 10 local passes before I learned that the train I wanted wasn't coming. If RTD continues to make decisions contrary to the needs of its customers in this manner, you will have lost a lifelong rider, and I'm sure my friends and acquaintances on my social media accounts would love to know about this as well.
D Line		1		Jean	Haas	Friday night at 10:25 PM I took the H Line north bound from the Theatre District/Convention Ctr Station to loop back around. There were just a few passengers on the train. When the train left the Theatre District/Convention Ctr Station it was jammed packed. My suggestion, if you aren't going to extended the hours of the south bound D Line, is that you add extra cars to the H Line to accommodate theatre attendees, theatre employees and others going south bound for an additional hour past the time the theatres let out. This is especially going to be needed when Hamilton plays here in Denver.
D Line		1		Joni	Hjelle	I would like to complain about the services changes that were made to the D line. The D trains are packed and the C trains are empty. I hope this will be re-evaluated when changes are made in May.
D Line		1		Ruth	Schoening	why you cut service so much -- we can't even catch a D line after 930 PM or so, and the C Line is every half hour -- connection times are distressing because it's often an almost half hour wait at Broadway Station. I got off work last night and made it to the station in time for the H train at 10:25 PM, which arrived at Broadway Station at 1037, and had to wait for the C Line which didn't arrive until 1107! That's really bad. Could something be done so that a trip home which used to take around 25 minutes can be restored somehow? It usually takes an hour to get home now.

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D Line		1		Ruth	Schoening	Why did you change the D schedule so drastically? We have had the D line to Littleton since July 14, 2000, that is nearly 18 years. With absolutely no notification you totally disregarded getting to and from Littleton and the Theater District and Convention Center or downtown. It now takes an hour after 9:38 PM to get to Littleton, because there is a 30 minutes wait at the Broadway station for the next C train. There are three ways you could make it better. Put on more D trains which would be the easiest for all the riders south, both the Englewood station and the 2 Littleton stations have a lot of riders. The other two suggestions is to change both the H and C schedules so that the wait to transfer trains at Broadway would be 5 to 7 minutes. Or have both H and C scheduled every 15 minutes instead of 30 minutes. With 18 years of dependable transportation by light rail taken away is a very sad situation for all the people who depended on a great transportation along the D line
D Line		1		Judy	Shipman	Yesterday, we were waiting for more than 30 minutes we finally took the H line. It took us one hour and half to get home out Theatre District Convention Center Station. There is no new schedule out Littleton Station or out of the Convention Station. How are we suppose to get home. I would like my voice to be heard.
D Line		1		Paul	Stanko	I use the D line a lot between Evans Station and the Convention Center/DCPA. All of a sudden, we don't have a convenient and comfortable trip -- unless we leave the symphony, which starts at 730 PM tonight -- before it's over, to get back. The last D line is 929 PM, and trying to connect with the C line, it's a half hour wait! This is a complaint; I don't understand what RTD is doing, unless you're trying to discourage people from using the rail.
D Line		1		Paul	Stanko	I have been riding the D-Line from Evans Station to Theater District Station. We have used this service a lot in the past because it was very convenient and reliable. With your service change, it is not working well for people who use this because of all the cut times. We now have to transfer and your connections do not work well. For example, if I caught the first train after 11:00pm which is the H-Line at 11:55pm and I transfer to the C-Line at Broadway it does not connect. The connections are incredibly inconvenient.
D Line		1		Randy	Stanley	I am reaching out to share that the recent schedule changes are adversely affecting my light rail commute to/from Denver Center for the Performing Arts (DCPA) via the Convention Center station. For example, the last D Line departure at 9:38pm Friday is not late enough for some shows. Could RTD please consider adding at least one more D Line departure after 10:00pm on Fridays and Saturdays to accommodate DCPA patrons?
D Line		1		Barbara		Your changes to the D Line is not very good for those who go to the theatre district. There is still so many things going on in this area that the last train south bound is not late enough. You have made it very inconvenient to travel back down to Littleton.
FF4		1		Heather	Brown	We need more FF4s in the morning. Right now, the 7:17 and 7:24 end up being standing room only by Broomfield or completely full. We need another option! There are 5 routes that go to Union Station, but only one that goes to Civic Center Station! That is ridiculous. We need more options! I would like to know when you will be adding more buses or fixing this problem. RTD needs to improve customer satisfaction!
FF7		1		Brian	Sample	Good morning. I am riding on this morning's 7:30 FF7. I am one of 11 people standing due to the size of the bus. I feel like the FF7 should always have a large bus. There are consistently people standing during certain times... thanks

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JUMP		1		Emily	Sandoval	Thanks for the great service you provide! I just wanted to encourage you to not change the JUMP route west of 14th st. I rely on the JUMP to get to work at 1101 Arapahoe. Getting off at 14th isn't a huge nuisance for me, but I would prefer the bus to stay on the same route.
L Line		1		Jeffery	Hegewald	It appears that the L line serves no real purpose besides delaying the arrival of other trains. The L train rarely has more than a few riders, but its arrival at the Stout station delays the arrival of the H Line by several minutes and seems to throw a wrench in the rest of the trip. After leaving late due the the L Line, the H Line made several other mid point stops for no apparent reason and was delayed arriving at 9 Mile. Please get rid of the L Line.
R Line		1		Hillary	Lampert	Shock yet another accident downtown which delays all those trains so if you decrease the r line, aurora residents which rtd doesnt care about to begin with that work downtown would be even more delayed having to transfer and wait for later trains without the R line. It would also delay you're oh so precious airport riders, the only riders you care about. It's not enough you've ruined the r line schedule with you're adjustments to accommodate a line people, now r line riders that have to make transfers to other rtd crap services up to if not longer than 30 minutes which as today in the negative degree weather is just great. But as you never listen to riders nor reply to emails I know this like all other communication will go ignored.
Rail		1		Justin	Boyce	The January 2018 schedule changes have had significantly negative impacts on transportation service. Southbound rail services out of the downtown loop are overwhelmed with riders. Sometimes riders are unable to board a train because it is so crowded, with people completely filling the isles and stairwells, many without access to a secure handhold while riding, resulting in minor injuries when an operator makes a hard stop. With the reduction in service intervals on rails out of downtown, people are forced to stand in the harsh cold waiting for a train, crowding the sidewalks, attracting the homeless community, and many time not being able to board the next train due to overcrowding. Elderly are unable to sit and wheelchairs are completely unable to board. Public transportation is many people's only commuting option, and these recent changes are doing them and every other contributing tax payer a massive disservice. The current operation is unsafe, ineffective, and generally unacceptable and must not be allowed to continue. I have photos of the current riding conditions that I can provide upon request.
RFS			1	Carey	Hovestol	I have appreciated using RTD when I have needed it. I commute from Longmont to the Denver VA Hospital. Due to the 2.5 hour, and bus change/wait, I only take the bus when I really need to. I am anticipating the move to the new facility in Aurora later this year. My commute will lengthen to 42 miles each way. Is there any way that a new route could be established? A direct route from Interstate 25 and Highway 119 to the Aurora Medical complex, that includes the VA hospital, Childrens Hospital and University? I would really like to ride a direct bus from Longmont. There are a number of professionals that make the commute. I do work 10 hour shifts with very rigid start and finish times.

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Stop Consolidation		1		Danica	Bortman	I have recently learned that RTD is proposing removal of 4 stops on the 11 route in the Athmar Park neighborhood where I reside. These stops at Exposition Ave. & S. Zuni St. and Exposition Ave. and S. Federal Blvd serve a great deal of my community and enhance the mobility of our residents, particular the elderly and disabled where an additional 2 blocks of walking or wheel-chair rolling can have a severe impact on their ability to arrive on-time or at all. These stops are also on primary intersections of the neighborhood where the majority of traffic, vehicular and pedestrian, are utilizing the area. These stops are sensible and well-placed. Their removal creates a gap in the transit network of our neighborhood. It is also that when someone is not present at the stop or a passenger is not requesting a stop at one of them, they are then "on-demand", only used as needed. It seems insensible to remove them, when they currently serve their function only when needed. It is already very efficient in that manner and their removal only burdens your customers, and my community. Please reconsider their removal and continue to serve our neighborhood with the interest of our residents.
Stop Consolidation		1		Rosemary	Brown	I ride the #10 west bound from stop #21039 at 12th and Ogden. I do not agree with your proposal of eliminating this stop. It is heavily used, and would be an inconvenience.
Stop Consolidation		1		E	Duddleston	Discontinuing the Pennsylvania stops on route #10 will cause a hardship for me. I use the bus frequently and have a chronic disease making walking an extra 2 blocks difficult.
Stop Consolidation		1		Joseph	Gergely	Colfax & Reed west bound is a late night wheel chair handicap stop
Stop Consolidation		1		Jamie	McKenzie	the passenger called in and enquired about the stop listed above. He is concerned that the stop going to be closed and inquired on how the stops closures are determined and if there was anything that could be done to prevent the stop closure. This stop is most convenient for the passenger and residents in the area
Stop Consolidation		1		Derek	Medina	I am very disheartened to see the proposal to remove the stops at exposition and S. Zuni streets for the route 11. These are the stops I use to get from home to the lightrail station, and will negatively impact my commute and mobility. Please reconsider.
Stop Consolidation		1		Mirav	Moreinis	Since most likely I will not be able to attend any of the announced/ scheduled 'in-person' public meetings (to discuss the various changes to bus routes/ schedules/ stops, etc...), I am writing here to include my comment (as the "Proposed May 2018 Service Changes" information flyer indicates that we may comment via email -- and "no later than March 2, 2018"). Specifically, I wish to discuss the proposed closure/ elimination of the following bus stops: Eastbound at 12th Ave. and Pennsylvania St. (Stop #10177) Westbound at 12th Ave. and Pennsylvania St. (Stop #10178) I happen to live very close to those particular stops -- and regularly use them to ride the #10 bus. Additionally, I often do see quite a few other local residents/ individuals utilize them, as well (during the morning rush hour, as well as at various times throughout the day)... Therefore, I feel that such a change would prove to be an inconvenience to those "regular" riders (whose ride/s "begin" and "end" at those stops). However, if it is ultimately determined that these bus stops will indeed be "shut down" in May of 2018 (even though they have been/ remained there for so many years), hopefully I (as well as my fellow riders) will be able to board the #10 bus from the remaining nearby locations (namely, Eastbound at 12th Ave. and Washington St. -- and Westbound at 12th Ave. and Grant St.) -- and that those stops will remain 'intact'... I thank you in advance for your time, attention, and consideration regarding this matter.

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Stop Consolidation		1		Scott	Ramming	My comment concerns the southbound re-routing from Downing Street and 18th Ave to 19th Ave and Ogden St. First, I'd like to remind staff and the RTD Board that the current southbound Route 12 makes a stop on Downing St just north of 18th Ave, which allows passengers to transfer to Route 20 westbound. With the proposed rerouting, this stop would presumably be discontinued. The next Route 12 stop is on Ogden St north of 17th Ave, closer to Route 20 eastbound. I would support this rerouting if provision were made to provide a bus stop on Ogden St, probably north of 18th Ave and Park Ave, that would continue to allow a convenient transfer to Route 20 westbound. A new stop on 19th Ave near Ogden Street would be less preferred.
Stop Consolidation		1		Richard	Ripley	<p>I take this bus Monday - Friday to get to work. I have to transfer to the #76 north bound. As you know Wadsworth Blvd & West Colfax is an EXTREMELY BUSY intersection. If you are trying to get the connection from #16 westbound to #76 northbound and you eliminate the West Colfax / Wadsworth Blvd nearside stop it can take up to 5 minutes to LEGALLY & SAFELY get across Wadsworth Blvd if you see the #76 northbound bus coming. This will force RTD bus patrons to either RISK THEIR LIFE AND ILLEGALLY RUN ACROSS WADSWORTH AGAINST THE TRAFFIC SIGNAL IN ORDER TO GET THE #76 northbound bus to get to work OR MISS THE BUS AND HAVE TO WAIT ANOTHER 30 MINUTES FOR THE NEXT #76 northbound bus and get to work late every day and risk losing their job.</p> <p>Thank you,</p> <p>Richard a very concerned OLDER PERSON who only wants to get to work SAFELY each day and not have to risk my life to get the RTD bus connection to get to work.</p>
Stop Consolidation		1		Ellen	Sato	I live along the 10 route. I am very discouraged to see the proposed elimination of so many stops. The one thing that is nice about the current route is that it has always been convenient and not like an Limited or Express route. Specifically, I am impacted by the elimination of the stops at 12th and Pennsylvania. These stops serve a high-density population, as well as two nearby Bed and Breakfast businesses, not to mention the Molly Brown house one block to the north. I am also concerned about the elimination of the stops at 12th and Ogden/Emerson. The eastbound stop is the most convenient stop to walk to transfer to the southbound 12. Otherwise, one has to exit at the Corona stop and cross Corona to go back to the 12 stop, increasing the danger of riders running across a busy one-way street to make a close connection. Overall, I hate to see RTD make changes that discourage ridership, particularly in the Capitol Hill neighborhood where there is a high-density population, including elderly and physically-compromised riders and school children. For these riders, to have to walk another two or three blocks may make an RTD trip impractical. (Also, I have always thought that an additional stops between Corona and Humboldt Streets would be helpful). Perhaps RTD would consider adding a rush-hour Limited route with fewer stops to streamline the trip for commuters, but leave the local 10 in tact.

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Stop Consolidation		1		John	Semple	I believe RTD is proposing to remove several stops in the Athmar Park neighborhood. I ride the 11 often, coming home from work. The stops that are targeted for removal are not my stops, but I don't see why you need to eliminate them. I mean, if no one wants to be picked up or dropped off, then it doesn't slow the bus down at all, since it doesn't stop. If someone does need to embark/disembark, well, then, the stop is ipso facto useful, and a stop adds only like 30 seconds to the route time (compared to the amount of time it would take someone to walk the extra blocks to a still-viable stop). Are you guys trying to save maintenance costs of the extra stops? Because I don't know the potentially-removed stops so well, but I know that at my own stop (Shoshone and Exposition), there isn't much—if any—maintenance done. I would really like to hear the reasons for removing an on-demand bus stop. Especially since presumably, you guys did some research at one point and decided that it was a good place for a bus stop. What has changed? Denver has enough problems with mass transit. The 14, which I usually take in to work, only runs every half hour. We should be expanding routes and stops to make it easier to catch a bus, not harder! I hope you will reconsider making bus travel even more difficult (and dangerous, in the winter! Have you seen Athmar's sidewalks?!).
Stop Consolidation		1		Carol	Stevens	I am confused on the stops you want to eliminate on Route 6. Your system map online shows the 6 has an eastbound stop at Vine St., not Gaylord St. Do you mean you want to eliminate the eastbound stop at Vine St.? Or is the stop now at Gaylord St. and your system map is wrong? Either way, eliminating whichever stop is there now along with the York stop (which probably is a waste, as I know the 15 never stopped both at York and Josephine) will leave the public with no stop for 6 blocks. That is way too long to maneuver when your a senior with bags your carrying down the not so great side walk. With the numbet of older homes and older riders in this area, I would like to see you keep a stop every 3 blocks. For the same reason, if you eliminate the eastbound stop at Dexter, you leave 5 blocks without a stop from Clermont to Elm St, which is too far to walk for me. Also, eliminating the eastbound and westbound Empire stops leaves no stop for 5 blocks between Dayton and Fulton. I can live without the eastbound and westbound stops at Abilene and Bayaud as long as the 6 still stops just after taking the left turn on Alameda past TGIFridays going eastbound and the Alameda and Sable stop going westbound. Again eliminating the westbound Lowry Blvd and Spruce stop leaves 5 blocks with no stop from Rampart to Rosemary. Also, eliminating the westbound Vine stop leaves 5 blocks with no stop between Josephine and High. Thank You for considering my concerns on Route 6 changes.

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Stop Consolidation		1		Carol Stevens	I feel you should keep stops that when removed leave 5 or more blocks without a stop. Us seniors have a hard enough time walking on uneven sidewalks carrying our purchases without making the walk even longer. Therefore, I don't want you to eliminate the eastbound and westbound stops at Mississippi and Milwaukee Way as that leaves no stop between Elizabeth and Steele. I wouldn't want you to eliminate the westbound stop at Mississippi Ave. and Garfield St. as that would leave 5 blocks without a stop between Colorado Blvd and Madison St. I am OK with you eliminating the eastbound stop of the same. I believe it is too far to walk if you eliminate both the eastbound and westbound stops at S. Kearney St. and Tennessee Ave. and the stop at Mississippi Ave. and Kearney St. I believe you should only eliminate one of those stops and keep one of the 2 stops. If you eliminate the eastbound stop at Mississippi Ave. and Kingston St., you leave 5 blocks from Joliet to Moline without a stop, which is too far for me to walk. Also, the sidewalk ends at Kingston, I believe, which would make it even more difficult. The westbound stop at Mississippi Ave. and Lansing St. should not be eliminated as that would leave 5-6 blocks without a stop between Moline St. and Kenton Way. On an extra note, my mom's house is right on Florida Ave. However, there are no buses on Florida Ave. So I have to walk 5 more blocks south after I get off of 11 on Mississippi Ave. just to get to Florida on top of you trying to eliminate the closest Mississippi stop there is. Also, I can not see you eliminating both westbound stops at W. Mississippi Ave. and S. Teller St. and the W. Mississippi Ave. and S. Vance St. That would leave 5 blocks from S. Reed St. to Wadsworth Blvd without a stop. I would like to see you keep one of these stops either at Teller or Vance.
Stop Consolidation		1		Hazel Wade	I use RTD transit to travel to work, and I noticed a proposal to eliminate a few of the stops I frequently use. The stop at 14th and Irving is how I'm able to get to the library and is used by a lot of other riders. Also Colfax and Perry is a stop I like because it is at a stop light with a cross signal, so getting across Colfax is less treacherous. Colfax and Quitman is right next to it and is only used now as a substitute for Perry because of construction. Please do not get rid of these stops as I use them almost every day. Thank you.
Stop Consolidation		1		Sarah Wilshusen	A bus stop at Mississippi & Teller St is set to be closed as part of the May 2018 changes. This would be a great inconvenience for me and I can only imagine others as well. That stop is the closest stop to the elementary school there (Emory Elementary). Why not close the stop at Mississippi & Reed St since it is so close to the stop at Pierce? The Teller stop is a better middle point between the Pierce stop and the Wadsworth stop.
Stop Consolidation		1		Anon	I would really appreciate it if you guys didn't get rid of the Quebec Way and Florida Ave Nearside stop in May. My mother uses a walker and it would make it very hard for her to walk further to the next stop.
Stop Consolidation		1		Anon	Evans and Lafayette - Why would you get rid of this stop? It doesn't make sense as to why you guys would eliminate the only stop that is right in front of this elementary school. Now these kids have to walk three blocks for the next stop! This is a safety risk to these kids! It's also right in front of a grocery store, you're telling me that I have to walk three blocks with my grocery bags? What about the disabled? I am blind and now I have to walk further to get to the next stop and to drop off my kids at the stop. This is not okay. Please reconsider it, and keep this stop.
Stop Consolidation		1		Anon	12th & Pennsylvania - I would like to file a complaint about you guys trying to take away this stop. This is a VA route. This would make it a really long walk from Grant to Washington, to get to the next stop. This is my complaint please do not take these stops away, we need them.

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Stop Consolidation		1		Porter		<p>Please don't close this stop. It's literally right outside my office front door and it has a bench. If I had to walk two blocks after a long work day, then not being able to catch the 505pm... Watching that 505pm number 6 fly by as I waddled as fast as a can, would suck.. I wouldn't connect with the 607pm number 8 downtown and that would mean my disabled backside would have to stand around downtown for an additional hour and twelve minutes waiting for the next 8. Please don't close #25231</p>
Stop Consolidation		1		Sue		<p>I would like you all to consider leaving the stop at Louisiana Ave and Pearl St (next to 7-11). I am a frequent rider and am also blind. I would find it more difficult and unsafe to cross and board over at the actual station, should this stop be removed.</p>
Stop Consolidation		1		Carol	Biz	<p>In my experience 3 times as many riders get on and off at Lipan and 38th going westbound than they do at that dark spot at Kalamath and 38th. I would rather see you eliminate Kalamath stop and keep the well lit Lipan stop in front of the 7-Eleven. Also, the Benton and 38th stop has the shelter and is closest to the King Soopers for all of us who are handicapped and need easy access to the grocery store with our walkers and carts. I believe you should keep the Benton stop in both directions for us shoppers. The 22nd and Blake stop is used when the Rockies have a home game a lot. By employees of Coors Field and the fans. I propose that you keep stopping there when there is home games at Coors Field. There must be some way you can accommodate the people attending the games when a portion of the sales tax that is collected on sales at Coors Field goes to RTD.</p>
Stop Consolidation		1		Jake	Cohen	<p>I just wanted to reach out. I'm actually super for the effort to reduce stops I think this is exactly what is needed to improve the system. I might make one change recommendation on the 10. Its not my personal stop but I notice significantly more people board the westbound 10 at 12th and Pennsylvania than I do at the 12th and Washington stop. It might make more sense to close the Washington stop than the Pennsylvania stop.</p>

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Stop Consolidation		1		Michael Scott	Ramming	<p>According to RTD service standards, the desired stop spacing for local routes is one-quarter mile. I would encourage you to apply this standard flexibly, considering such factors as intersecting routes, intersection geometrics, intersection signal programming, surrounding development and route spacing. You might also wish to use a moving average technique to identify sections where stops are spaced too closely. Some Board members have expressed frustration about "buses stopping every two blocks." I would like to remind them (and you) that for some sections of numbered avenues - such as from 80th Avenue to 88th Avenue - avenues are spaced eight to a mile. For such locations, every two blocks is precisely the desired spacing. In contrast, there are 16 named streets between Washington Street (700 East) and York Street (2300 East). In this case, the desired spacing is every four blocks. Thank you for being responsive to public requests to maintain more closely spaced stops to serve individuals with mobility limitations. Some larger intersections - such as Colorado and Alameda, or Wadsworth and Bellevue - might be around 150 to 200 feet to cross. Also keep in mind that traffic signal cycles at such intersections may be as long as 150 seconds - 2.5 minutes. Depending on stop placement and bus arrival time, there might be a 5 minute difference in the time required to transfer at such intersections, if a rider has to first wait for the bus to get the green light, and then cross from a far side stop. I would encourage retaining both near-side and far-side stops at such locations - and even on routes serving minor streets that cross such wide arterials, for example, the Route 34 on Bruce Randolph Avenue crossing Colorado Blvd. Finally, keep in mind that some north-south routes are spaced as much as a mile and a half apart. This occurs between Route 76 (Wadsworth) and Route 52 (Sheridan), Route 52 and Route 31 (Federal), Route 24 (University/York) and Route 40 (Colorado), and Route 73 (Quebec) and Route 105 (Havana). People wishing to access such routes may be already walking 3/4 to a full mile before reaching the major north-south arterial. Since research shows that bus ridership drops dramatically once passengers have to walk more than a quarter mile to reach a stop, it would be advantageous not to require such passengers to walk great distances on the north-south arterials.</p>
Stop Consolidation		1		Scott	Ramming	<p>I oppose eliminating the stops (each direction) at 8550 Lowry Blvd. These stops serve the Big Bear ice arena, and were the stops I used when I played in a recreational hockey league there. While these stops are about 0.2 miles from the stops at the Unita Way roundabout, eliminating them would create a distance of about 0.45 to 0.5 miles to the next set of stops at the Yosemite roundabout. If you're not familiar, I'd like to remind you that a hockey bag can be about the size of checked airport luggage. A goalie's bag can be even larger. These are bulky items, and benefit from more convenient access to the ice rink. and while league games are typically scheduled only once a week, I'd also like to remind you that if no passenger requests a stop, then there is no delay to the bus. Also, as your own Trailblazer cites, "Our Passengers are not an interruption of our work, they are the purpose of it."</p>
Stop Consolidation		1		David	Kelly	<p>You need to keep the Route 10 bus stops at • 12th Ave. and Pennsylvania St because it is front of a 20 story high rise building (Penn Square) with many residents who use the bus, and several of us who are disabled. I use a wheelchair and others use walkers. We will not be able to get to the nearest remaining bus stop if this change is made.</p>

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Stop Consolidation		1		E	Duddleston	I'm sending this email requesting that the above mentioned bus stops to not be discontinued. There are many individuals who live at Penn Square and surrounding neighborhood who use these bus stops. Included among those users are several disabled and elderly persons. Another fact that may not have been considered is that the East bound stop at Washington St which is being kept is at the bottom of a hill. In the winter on many occasions a bus becomes stuck there due to having to start from a stopped position at the base of the hill.
Stop Consolidation		1		Bob	Gwynn	Please keep the stop at 550 E 12th ave.....many residents of this high rise use this stop. THANK YOU,
Stop Consolidation		1		Nancy	Roeder	I am a resident in Penn Square, a 20-story high rise on the corner of 12th and Pennsylvania. I am writing to protest the elimination of the bus stop in front of this building (east bound) as well as the one on the northwest corner (west bound). There are a number of handicapped and elderly residents in this building who use RTD – it's the only transportation they have. This change will be very detrimental to them. Please take into consideration this concern.

BOARD OF DIRECTORS REPORT

To: David A. Genova, General Manager and CEO

From: Heather McKillop, CFO/AGM, Finance & Administration

Date: March 8, 2018

Subject: Approval of the 2018-2021 Collective Bargaining Agreement

Date: March 8, 2018

GM

Board Meeting Date: March 27, 2018

RECOMMENDED ACTION

It is recommended by the Financial Administration and Audit Committee that the Board of Directors authorize the General Manager to execute a new three (3) year RTD and ATU Local 1001 Collective Bargaining Agreement (CBA) effective March 1, 2018 – February 28, 2021 for all represented RTD employees.

This action support Task Goal #1, Fiscal Sustainability and Task Goal #2, Workforce and Human Capital.

BACKGROUND

On February 28, 2018, prior to the expiration of the current contract, negotiators for the RTD and ATU Division 1001 reached tentative agreement on a new CBA. On March 10, 2018, the ATU membership _____ the CBA by a _____ to _____ vote. Approval from the RTD Board of Directors is necessary for the General Manager to execute the new agreement.

DISCUSSION

The RTD and ATU's negotiators have been meeting since October 5, 2017 to negotiate a new CBA. All Articles, Sections, Memorandums of Understanding, and Side letters were carefully examined and discussed during the negotiations. Outlined below are the major changes to the CBA by Article.

Article I: General Provisions

- The term of the agreement will be three (3) years from March 1, 2018 – February 28, 2021
- Employees will be paid while they are on investigative suspension. (This is consistent with what occurs on the salaried side.)

Article II: Employment Compensation and Benefits

- Health and Welfare
 - RTD currently contributes \$832.00/ month for full-time employees and \$507.00/month for participating part-time employees
 - RTD will increase that amount by \$28.00 on 03/01/2018, 03/01/2019, and 03/01/2020
 - If monthly premiums are increased or decreased, RTD and the employee's contribution will be increased/ decreased by equal dollar amounts
- Retirement
 - The RTD will continue to contribute 13% and the employee will continue to contribute 5%
 - RTD will make a lump sum contribution each year (2018, 2019, and 2020) of \$6,200,000
- Wages
 - Kept the split shift run incentive pay of \$2.00/hour
 - Kept the mandated to work overtime incentive pay of \$2.00/hour
 - Kept increased shift differential pay increases.
 - Increase starting wage for operators to \$19.40

- Each occupational group will receive an 8% increase on 03/01/2018
- Each occupational group will receive a 3% increase on 03/01/2019 and 03/01/2020

Article III: Bus Operations

- Daily assignments of extra board work cannot have greater spread than 13 consecutive hours
- The minimum number of straight runs on weekdays shall not be less than 60% (up from 55%) and 75% on weekend runs (up from 65%)
- Except for volunteers, day board operators shall not be assigned work that gets off after 8:00pm to the extent practicable, and in no circumstances that gets off after 8:30 pm; and the night board operators shall not be assigned work that starts before 9:30 am
- All regular runs with more than one (1) round trip running time shall have a scheduled recovery time equal to at least 10% of the round trip running time for each round trip for purposes of schedule adherence and use of toilet facilities or Operators will get the actual time need to perform required duties plus a respite of 5 minutes plus walking time to a restroom on each end where practicable. Where not practicable, the respite will be 10 minutes plus walking time to a restroom at the opposite terminal.
- The FF routes have been added to the list of work earning a \$.50/hour premium for baggage

Article IV: Maintenance

- Increased the tool allowance for employees that fall in these occupational groups
- Included Parts Clerks, Sign Out Clerks, and Service and Cleaning to the occupational groups that can receive instruction pay
- Increased certification pay

Article V: Clerical

- Minor changes

Article VI: Service Monitors

- Minor changes

Article VII: Light Rail

- Daily assignments of extra board work cannot have greater spread that 13 consecutive hours
- The minimum number of straight runs on weekdays shall not be less than 60% (up from 55%) and 75% on weekend runs (up from 65%)
- Except for volunteers, day board operators shall not be assigned work that gets off after 8:00pm to the extent practicable, and in no circumstances that gets off after 8:30 pm; and the night board operators shall not be assigned work that starts before 9:30 am
- All regular runs with more than one (1) round trip running time shall have a scheduled recovery time equal to at least 10% of the round trip running time for each round trip for purposes of schedule adherence and use of toilet facilities or Operators will get the actual time need to perform required duties plus a respite of 5 minutes plus walking time to a restroom on each end where practicable. Where not practicable, the respite will be 10 minutes plus walking time to a restroom at the opposite terminal.

Article VIII: Light Rail Maintenance

- Increased tool allowance for employees that fall in these occupational groups
- Increased certification pay

Article IX: Fare Inspectors

- No changes

New or Significantly Modified Memorandums of Understanding

- Bus on Shoulder
 - Absent egregious circumstances a first-time bus on shoulder accident will be reduced by one level
 - Operators have the discretion to decide whether or not to operate on the shoulder
- Standard Extra Board Procedures
 - Will issue mandating of overtime letters at least 72 hours prior to the start of the work assignment. If the mandate isn't issued at least 72 hours in advance the employee doesn't have to show up for the assignment
 - No operator shall be required to work both of his/her days off
- RTD's Commitment to our Employees
 - Agreed to put information on signs that are posted in the following areas:
 - Operating Division Employee Break Rooms
 - Common areas where they can be visible to all employees
- Modified Work Week
 - Allowing 4 day/ 10 hour work weeks for select business areas
 - Initially East Metro Maintenance, East Metro Service and Cleaning, East Metro Vault, and Elati Electro mechanics
 - If successful will look at other maintenance areas
- Reduction of Mandatory Overtime
 - Daily assignments of extra board work cannot have greater spread that 13 consecutive hours
 - The minimum number of straight runs on weekdays shall not be less than 60% (up from 55%) and 75% on weekend runs (up from 65%)
 - Except for volunteers, day board operators shall not be assigned work that gets off after 8:00pm to the extent practicable, and in no circumstances that gets off after 8:30 pm; and the night board operators shall not be assigned work that starts before 9:30 am
 - Between now and the September 2019 run board, RTD shall endeavor to ensure that no run or line shall be run by the dispatcher or controller in excess of 3½ hours
- Audio/ Video Recording Devices on RTD Vehicles
 - Safety is the number one priority
 - Privacy rights and reasonable expectations of employees regarding use of video recordings should be respected
 - Only one event recorder camera may be aimed at vehicles operator's work station
 - Event recorders can only be used for certain infractions
 - If incidental performance code infraction is discovered then such initial violation will be dealt with through counseling, ride checks and/or training
 - No termination based on incidental video infraction

Financial Impact

The increased cost of the CBA for 2018 (\$17 million) has been included in the previously Board Approved 2018 Budget. The negotiated additional cost for 2019 (\$22,300,000) and 2020 (\$29,300,000) will require an adjustment to the 2019-2024 SBP/APE.

Alternatives

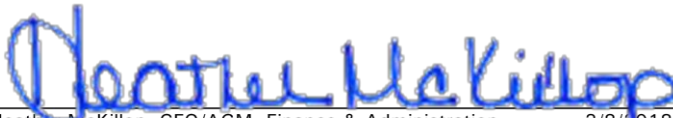
1. It is recommended by the Financial Administration and Audit Committee that the Board of Directors authorize the General Manager to execute a new three (3) year RTD and ATU Division 1001 Collective Bargaining Agreement (CBA) effective March 1, 2018 – February 28, 2021 for all represented RTD employees.
2. Do not authorize the General Manager to execute the new CBA and instead require the General Manager to continue negotiations. This is not recommended. The RTD and ATU have engaged in good faith negotiations and have reached a tentative agreement. Rejection by the Board would damage morale and would likely not result in further negotiations. The option would be to go to interest arbitration, which leaves the decision in the hands of a third party. This most likely would be more costly to RTD.

Prepared by:

Michael Meader, CSO/AGM, Safety, Security & Asset Management

Heather McKillop, CFO/AGM, Finance & Administration

Approved by:



Heather McKillop, CFO/AGM, Finance & Administration

3/8/2018